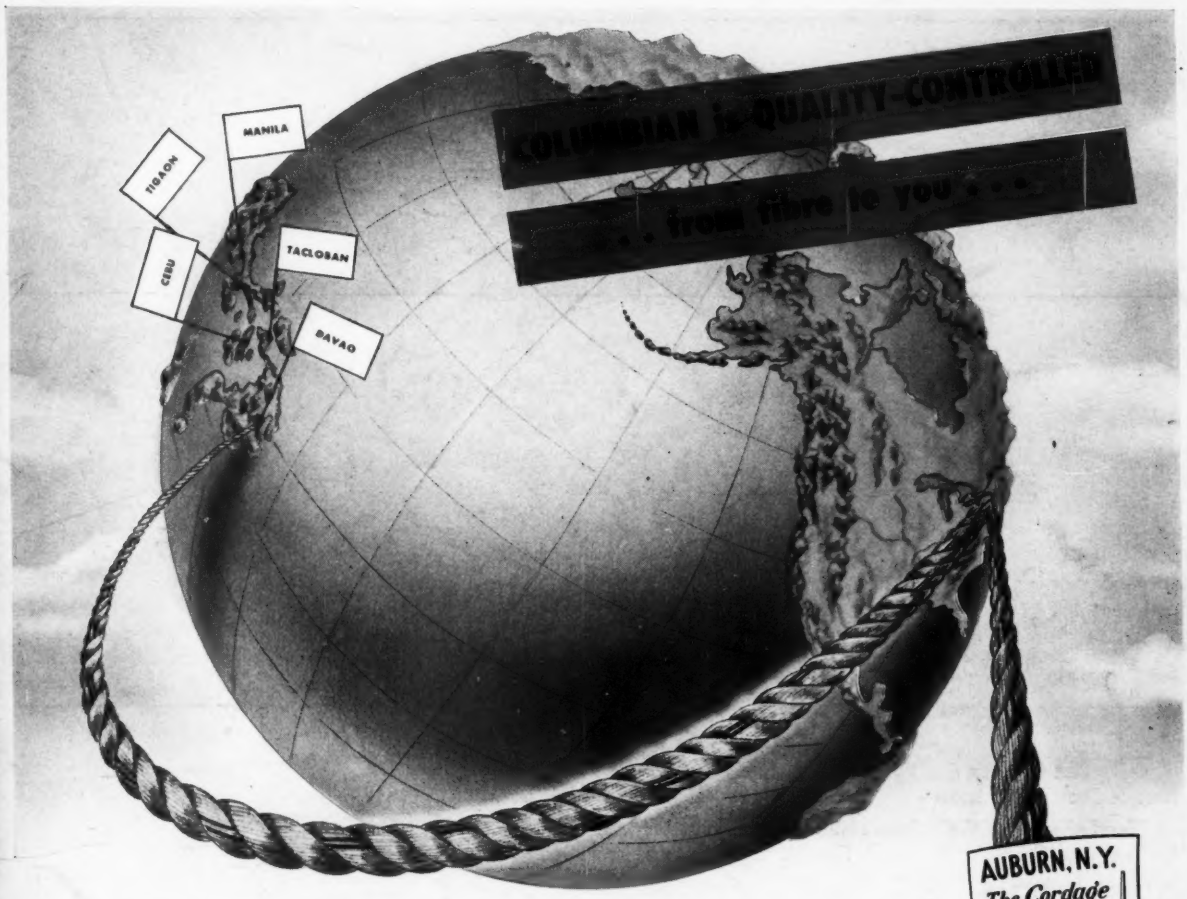
JAN 24 1949

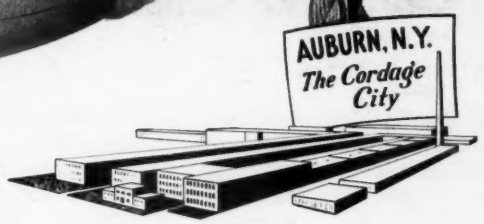
ATLANTIC FISHERMAN

JANUARY, 1949



In addition to our prewar organization at Davao, we recently established bodegas at Tacloban, Cebu and Tigaon as well as an office in Manila.

In the Philippines, Columbian resident buyers select the finest fibre of the abaca tree . . . it is then delivered in bales or "bultos" to Columbian's own bodegas (grading and packing plants) in Mindanao, Leyte, Cebu and Luzon. Under strict supervision, the fibre is cleaned, graded, baled, duly inspected by Government officials . . . then shipped to Columbian's Plant in Auburn, N. Y. Here the fibre is made into quality-controlled Columbian Tape-Marked Rope . . . famous for its durability . . . strength . . . flexibility . . . and the Organization that produces it.



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with "Caterpillar" Diesels

THE Graham Sea Food Company, of Slidell, La., operates a fleet of five shrimp boats—*all powered by "Caterpillar" Diesel Engines.*

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So much, so good—and it's usually *all* good when you hear fishing folks talking about their "Caterpillar" Diesel Marine Engines.

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Magnetic Compass Pilot

FEATURES:

Dependability: Few moving parts in control system. Power unit or steering engine is heavy duty, electrically driven, compact.

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NOW . . . for the first time . . . Sperry automatic steering from a standard magnetic compass is brought to the small-boat owner. Fishing vessels, work boats and pleasure craft can now obtain many of the advantages that larger ships enjoy from the larger Sperry Gyro-Pilot installations.

Automatic steering is simple with the MAGNETIC COMPASS PILOT. You "dial your course" by turning the Control knob on top of the compass to the desired heading. A portable Remote Control device permits you to move around the vessel. With it you have full control of the rudder away from the wheel for maneuvering, coming alongside other vessels or docking.

With Sperry's MAGNETIC COMPASS PILOT you'll get straight steering that follows the shortest course in any sea conditions, calm or rough. Our Marine Department will be glad to give you additional information. When making your inquiry, please advise us as to power supply and other pertinent information regarding your boat.

Sperry Gyroscope Company

DIVISION OF THE SPERRY CORPORATION • GREAT NECK, NEW YORK

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See our exhibit at the National Motor Boat Show—Grand Central Palace, New York—January 7-15

SKIPPER CHARLES ANDERSON SAYS . . .

"the cheapest to operate . . best all-round motor built is the Universal Flexifour!"

Charles Anderson is talking from experience when he says his Universal is the best friend a fisherman has. This skipper knows his boats AND MOTORS. He's been fishing hard and long out of Munising, Michigan—pushing his 40-foot "Harvey G" through the worst old Lake Superior can throw at him.

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MAKE YOUR CHOICE A NEW UNIVERSAL.
SEE THE UNIVERSAL DEALER NEAR YOU.

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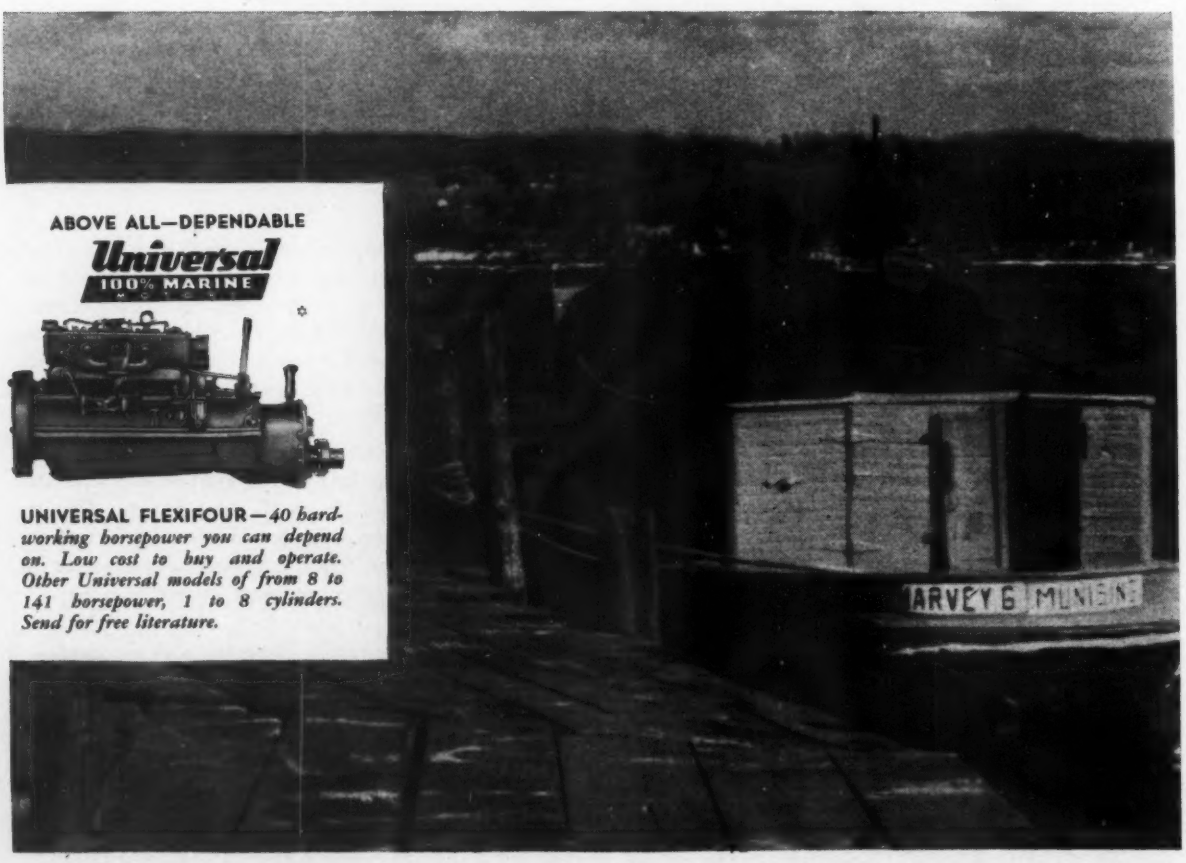

UNIVERSAL FLEXIFOUR—*40 hard-working horsepower you can depend on. Low cost to buy and operate. Other Universal models of from 8 to 141 horsepower, 1 to 8 cylinders. Send for free literature.*

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Serves the Commercial Fisheries of the Atlantic Coast, Gulf of Mexico and Great Lakes

P. G. LAMSON, *President* GARDNER LAMSON, *Publisher* L. E. HALL, *Editor*

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VOL. XXIX JANUARY 1949 NO. 12

Successful Fishing Requires Up-to-Date Equipment

The beginning of a new year is a good time to take account of stock, and plan for needed improvements in fishing boat equipment. The National Motor Boat Show, while not strictly a commercial fishermen's event, does nevertheless present many products that are used aboard fishing craft.

An inspection of this year's exhibits reveals numerous new products as well as significant improvements in existing ones. It is apparent that marine equipment and supplies now being offered incorporate various post-war developments. Marine engine lines have been expanded, and accessories added, new controls have been introduced, better navigating instruments have been made available, not to mention the host of other nautical items.

All of these new and improved marine products spell better performance with easier, more efficient operation. They are a challenge to the fishing boat owner who wants to keep his investment in first class, up-to-date condition.

From now on it is going to be more important than ever to have well-equipped boats. The value of electronic instruments in locating fishing grounds, and in navigating to and from port already has been demonstrated. With the use of such instruments becoming more general, it soon will be imperative for a boat to carry them in order to compete successfully in getting its share of the catch. Likewise, it is necessary for boats to be fitted with modern propulsion machinery to make possible fast, trouble-free running, with good maneuverability.

Of course, there are many accessory items of equipment that make for more convenient work aboard. Not the least important by any means are those accessories that provide for the safety of the boat and crew, and enhance the comfort of the quarters. A good crew is an invaluable asset to the success of a fishing boat, and it usually holds true that a well-equipped boat attracts the best fishermen.

With more normal economic conditions at hand, it is becoming necessary to give more careful consideration to boat operating costs. Where formerly it was possible to make good money with even a broken-down boat, henceforth it is going to be desirable to have a craft that is in the best possible working order.

One of the requirements for profitable fishing is modern equipment. In no other industry is there a greater need for unfaltering operation. Break-downs at sea are not only hazardous but mean loss of fishing time.

Therefore, it behooves every fishing boat owner to take full advantage of the products that are available for outfitting his boat. Obsolete equipment and make-shift conversions may appear cheap at the moment, but for long range economy and satisfaction, there is no substitute for up-to-date equipment that is engineered for marine use.

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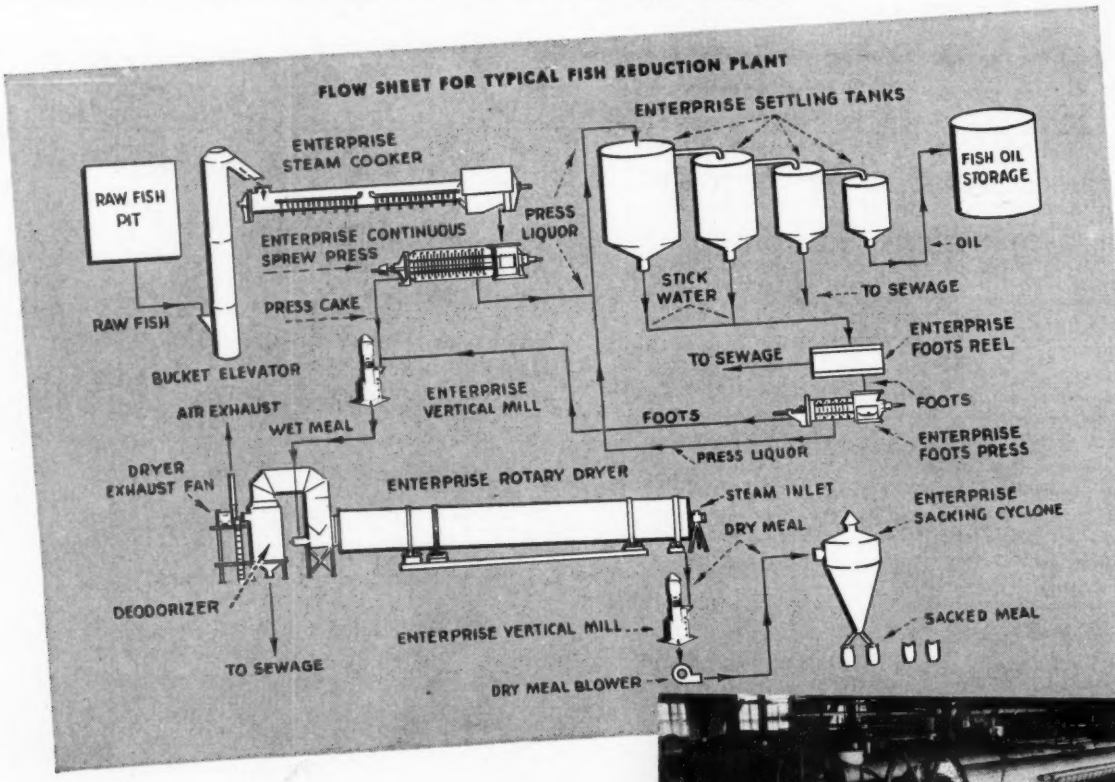
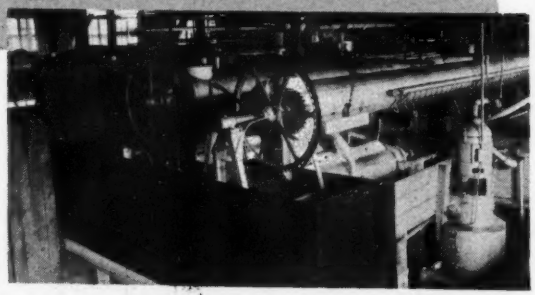
Planning a Fish Reduction Plant?

PLAN FOR HIGH CAPACITY – HIGH EXTRACTION – HIGH QUALITY CONTROL with a COMPLETE ENTERPRISE PROCESSING PLANT





Portion of a typical high-capacity Enterprise installation shows compact, space and labor saving layout of equipment. The Enterprise Vertical Mills, Screw Cookers and Continuous Screw Presses shown are available in a wide range of sizes and models. Plant capacities range from 5 tons per hour up.

Menhaden, Pilchard, Herring, cannery offal—whatever your particular fish reduction problem, check the job-proved Enterprise Continuous Flow Reduction System first, for higher extraction at lower cost. Enterprise processing plants mean profits through greater extraction, continuous trouble-free operation, close control of all materials processed. Design, materials and construction of every unit reflect years of specialized engineering technique, worldwide operating experience, continuous laboratory research.

Let us help you in planning your new reduction plant. Enterprise engineering service includes complete flow sheets and detailed plant designs to fit specific plant size and capacity requirements. Write today for any assistance or complete information.

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Designed specifically for marine use
Every Buda Marine Diesel is 100% "marine-engineered and marine-built"—not "made over" from tractor or automotive service.

Power and speed to match your need
Choice of 14 Buda Marine Diesels from 15 to 300 usable h.p. lets you select most economical engine for your fish boat—without over or under-powering.

More displacement . . . extra reserves
Provides extra stamina for continuous heavy-duty service — no "paper horsepower" or speeded-up ratings. Every Buda rated on work-ability, with ample reserves for emergencies.

Efficient "slow-pressure" combustion
Gives lower compression ratios . . . lower peak pressures . . . for longer engine life, reduced maintenance. Also cuts fuel costs, assures smoother, quieter performance.

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Genuine Buda parts and factory-trained engine experts always on call through a world-wide network of over 200 Buda Distributors.

North . . . South . . . East . . . West! One successful fisherman tells another . . . "Haven't had a wrench on my 2 Budas in over 9000 hrs." . . . "18 working months without removing the engine head" . . . "Runs as smooth as a Swiss watch after 3 tough years"! All of which means you, too, can depend on more hours of profitable fishing when your boats are powered by performance-proved Buda Marine Diesels.

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(size and type of boat)

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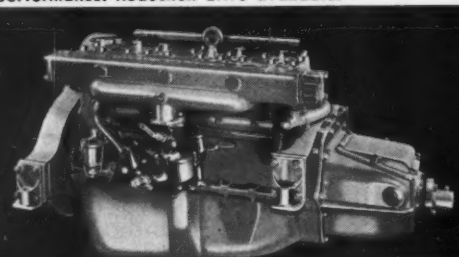
PROMPT DELIVERIES

Built and backed by the world's largest and best known manufacturer of marine products

For top economy, buy this 60 h.p., 132 cu. in. Model "B". Mechanical perfection for dependability and smooth performance. Reduction drive available.



New 95 h.p., 229 cu. in. marine engine — fast and a fuel miser. Offered with reduction drives and opposite rotation. Also 105, 130, 131, 145, 158 and 160 h.p. engines.

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"Chris-Craft engines are great—

R. E. Dunville

I know," writes R. E. Dunville. "My current 40-ft. Chris-Craft, 'Little Lady V', has twin Chris-Craft 130's. This is my fifth Chris-Craft —the third with Chris-Craft engines. I have had in the three boats, including 'Little Lady V', over 38,000 miles of experience with Chris-Craft engines and I have had nothing but the finest performance from them."

FISHERMEN! Buy the best for less—buy Chris-Craft Marine Engines. A complete line. Reduction drives . . . opposite rotation . . . also high speed engines for light, fast hulls. Ask your Marine Dealer, Boat Yard or Boat Builder for prices and data. These world-famous engines will do a better job for you.

Chris-Craft

MARINE ENGINE DIV., ALGONAC, MICH., U.S.A.

Sounding-Lead

OUTLOOK FOR 1949—Supplies of fresh and frozen fish will be plentiful throughout the Winter season. Retail prices of these commodities probably will remain at current levels, according to a report by the Bureau of Agricultural Economics prepared in cooperation with Fish and Wildlife Service.

Commercial fishing activities are likely to continue in full swing this Winter so long as the weather permits. Freezing of fish is expected to continue on a scale consistent with the supply of raw materials. Supplies of canned fish available for market early in 1949 probably will be no larger than a year ago.

Supplies of fish, except possibly those of canned fish, are expected to be plentiful throughout most of 1949. Civilian demand for fish is likely to continue strong throughout most of the year. During the latter half, retail prices of fish could recede somewhat from early 1949 levels if market supplies of livestock products increase as is anticipated. Military procurement of fish and fishery products in 1949 is likely to be slightly higher.

Imports of fish, especially fresh and frozen groundfish and rosefish fillets, are expected to continue at a high rate during most of 1949. Receipts from Iceland may be larger than in 1948.

Exports probably will be no larger than in 1948. Exports were low in 1948 relative to the levels reached in the two preceding years. This was due in large part to the shortage of dollar resources of foreign countries. This situation is likely to be a deterrent factor in the expansion of exports in 1949 above the preceding year's level.

IMPORT MEETING—A meeting of the NFI Imports Committee was to be held in St. Louis on January 11-12 to consolidate views of the membership on the import question. The results of this meeting will be presented at the Institute's annual meeting and are expected to indicate the position of NFI on imports.

It is hoped that agreement can be reached by the Committee on a program which will be acceptable to NFI at large. The Committee comprises 6 producers and 6 distributors. Producer members include John A. Fulham and B. F. Whalen of Boston, John Del Torchio of Gloucester and A. B. Chauvin, Houma, La.

Hope for some additional protection from fish imports may be possible as the result of the discovery by the Massachusetts Fisheries Association indicating an apparent disregard of a provision in tariff law. In a letter to the Secretary of Treasury and other Government officials, the Association asks for enforcement of Section 303 in the 1930 Tariff Act which instructs the Secretary of Treasury to assess additional duty that may be due on articles and merchandise imported into the U. S. from countries that subsidize the production of articles imported.

ATLANTIC STATES REPORT—In its seventh annual report, directed to Congress and the Governors and Legislatures of the 14 member States, the Atlantic States Marine Fisheries Commission requested that $75,000 be made available for research on shad, production of which has declined seriously all along the coast.

The Commission asked that the full amount of $100,000 annually be made available for hard and soft clam research, as authorized by Congress earlier this year, instead of the smaller amount of $37,500 actually appropriated. A request for a Congressional appropriation to the Fish & Wildlife Service of $100,000 per year for research on species of primary interest to sports anglers of the Atlantic Coast was renewed.

Believing that fisheries research in the past too often of necessity has been directed at crises in particular species, a new committee of the Commission is working toward an overall long-term coordinated effort by Federal and State agencies and private institutions to fill in the gaps in the basic background research.

The report calls attention to the decision of the U. S. Supreme Court in Toomer v. Witsell, which declares unconstitutional a South Carolina statute imposing discriminatory license fees on out-of-State fishermen. In consequence, the Commission recommends that all Atlantic States review their laws relating to out-of-State fishermen so as to bring them in line with the decision.

The various sections and committees of the Commission held

numerous meetings during the year to discuss lobster, clam, shrimp, haddock, shad and crab problems, agreed upon a cooperative shrimp program for the three southernmost States, and cooperated with the U. S. Department of State in preparation for the International Conference to be held in Washington, D. C. January 26 for the purpose of considering a fisheries treaty for the Northwestern Atlantic.

The report includes a table of legislative action needed in each of the 14 member States to put into effect the various recommendations made by the Commission or one of its sections or committees. Only by separate State action on each specific item can the recommendations become effective.

The Sanitation and Pollution Subcommittee of the Commission met December 15 to review its activities. It was decided that in view of the importance of the fresh and frozen fish industry and the growing competition from imports of foreign fresh and frozen fish, the Subcommittee should concern itself primarily with these products and develop a sanitation code for them.

ASK BIDS ON TRAWLERS FOR GERMAN INDUSTRY—The Office of the Chief of Transportation of the Department of the Army, on December 20, announced that a limited number of steel otter trawlers meeting certain requirements will be procured, repaired in American shipyards, outfitted, and dispatched to the United States Zone of Occupation, Germany, for use in the German economy.

The vessels must be not less than 100′ between perpendiculars and 23′ in moulded beam; power must be at least 550 hp. single screw Diesel, fuel capacity not less than 10,000 gals. and cruising range, 20 days; the vessels cannot be over 20 years old, must have a hold capacity of 250,000 lbs., and must be of 200 or more gross tonnage. Hull and machinery must be in good serviceable condition and all necessary gear must be furnished.

Written offers from owners will be used as a basis for negotiations. Prior to final acceptance the Government will conduct surveys, afloat and hauled out. Owners must be in a position to pass clear title.

Bids stating lowest price delivered at Boston, accompanied by complete description, and photographs and plans if available, should be submitted to the Department of the Army, Office Chief of Transportation, Water Transport Service Division, Washington 25, D. C.

An appropriation of 5 million dollars originally was made to ECA who turned over the money to the Army Transportation department which was delegated to handle the transactions. It is reported that 12 to 15 vessels are wanted and that about 2 million dollars are earmarked for buying the vessels, an equal amount for outfitting and delivery and one million for administrative work and for getting the vessels in operation. Comment at Boston, where most of the large trawlers operate, indicates that there may be only 7 or 8 vessels at that port which would meet the Army requirements, particularly as to cruising range and winch capacity.

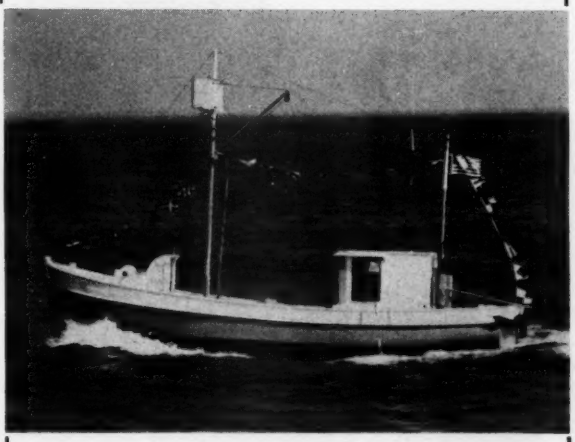
CANADA TO ALLOW SHELLFISH IMPORTS—Canada has amended her import restrictions to permit entry without quota of all oysters and other shellfish, effective January 1, 1949. The embargo on these imports had been in effect since November, 1947. Much of the credit for influencing the Canadian Government to lift the ban, particularly as related to oysters, is said to be due Dr. Lewis Radcliffe, director of the Oyster Institute of North America.

The Canadian Department of Fisheries recently announced that all whitefish taken in Canadian waters and which are to be exported (mainly to the United States) first must pass Federal inspection. During 1947, inspection of whitefish was made before shipment on a voluntary basis. A corps of inspectors has been trained and will be stationed at 16 points in Canada.

EQUIPMENT TO JAPAN—The United States Government recently supplied fishing equipment and supplies amounting to more than $15,000,000 to Japan so that production of aquatic products can be maintained in the coming year. It is the responsibility of the Japanese Government to insure that the materials, which include nets, twine and rope, reach the fishermen, and that the latter are adequately financed to purchase their requirements.

(Continued on page 57)

Surrette
MARINE BATTERIES



NYANZA—Another Good Boat That Banks on SURRETTE

SPECIAL SERVICE BATTERIES

The 60′ seiner "Nyanza" which joined the fleet last Summer, is equipped with Type H-H-G-21, 32-volt Surrette Marine Batteries. She is owned and skippered by Capt. Manville Davis, a successful operator hailing from Monhegan, Maine. She represents one of the many types of fishing craft on which Surrette Batteries have demonstrated their ability to furnish dependable electrical power.

Any seagoing man knows that aside from a staunch hull and a ready engine, nothing means so much to a skipper's peace of mind as dependable batteries. Even the smallest boats these days have a number of electrical gadgets, and it is no longer necessary to limit the convenience of their use because of insufficient battery power when the proper battery installation has been made.

Starting batteries, whether for Diesel or gas starting, should be of sufficient capacity to start the balkiest engine under any conditions, with plenty of power in reserve for emergencies. Dollar for dollar, Surrette gives you the best battery money can buy.

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Annual Savings: $1445.00

Yearly fuel costs for a 47-foot Cummins-powered fishing boat are $1445.00 less than the fuel costs of the gasoline engine used previously. That's because the Cummins-powered boat makes a three-week trip for an average fuel cost of $65.00, against $150.00 for the same trip when the gasoline engine was used.

Annual Savings: $1063.73

Yearly fuel costs for a Cummins-powered ferryboat are $1063.73 less than the fuel costs of a similar ferryboat used on the same job but powered by another make of diesel. That's because the Cummins-powered ferryboat operates on three gallons of diesel fuel per hour, against six gallons per hour for the other diesel.

Cummins Engine Company, Inc., Columbus, Indiana.

For a complete explanation of the Exclusive Cummins Fuel System and how it can cut your fuel bills, write your Cummins Dealer listed below for Bulletin 5275.

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Branch: 18 Hurley St., Cambridge 41, Massachusetts, Tel. Kirkland 1276. *Authorized Sales & Service:* Southwest Boat Corporation, Southwest Harbor, Maine

CUMMINS DIESEL ENGINES, INC. . . . . . **209-13 N. 22nd St., Philadelphia 3, Pa., Tel. RI. 6-4460**
Branches: 2nd and Orange Sts., Mount Carmel, Pa., Tel. 1261; 6501 Hamilton Ave., Pittsburgh 6, Pa., Tel. Montrose 9784; Light and York Sts., Baltimore, Maryland, Tel. South 1281

CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC. . . . . . **1030-1044 Leggett Ave., New York 55, New York, Tel. Melrose 5-7380**
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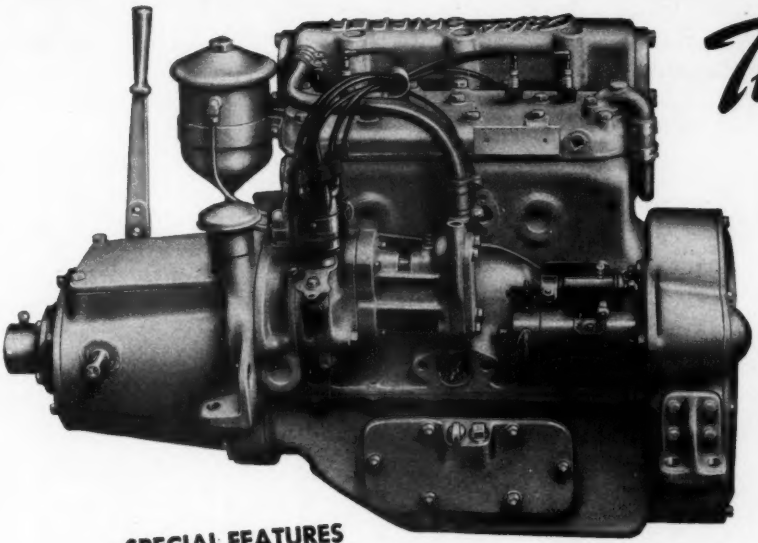

The "Skipper"

55 H.P. at 3200 RPM

ATLAS Imperial DIESEL ENGINES

SPECIAL FEATURES

Water Pump

The water pump is of the double drive shaft type with Monel shafts and bronze and steel gears running in oil. Automatic water seals. No packing glands. Nothing to adjust.

Heavy Flywheel

The heavy flywheel contributes that desirable smoothness of operation by cushioning the power impulses of the pistons. Pleasure craft owners and trollers will appreciate the smoothness of "The Skipper" at slow speeds.

Intake Riser is Heated

The intake fuel riser is hot water jacketed for complete atomization of the gasoline, assuring better idling, fuel economy, and a smooth flow of power.

Compact Design

Fifty-five horsepower has been built into this compact little unit. With direct drive it weighs less than 500 pounds. With 2:1 or 3:1 reduction gears, it weighs 550 pounds.

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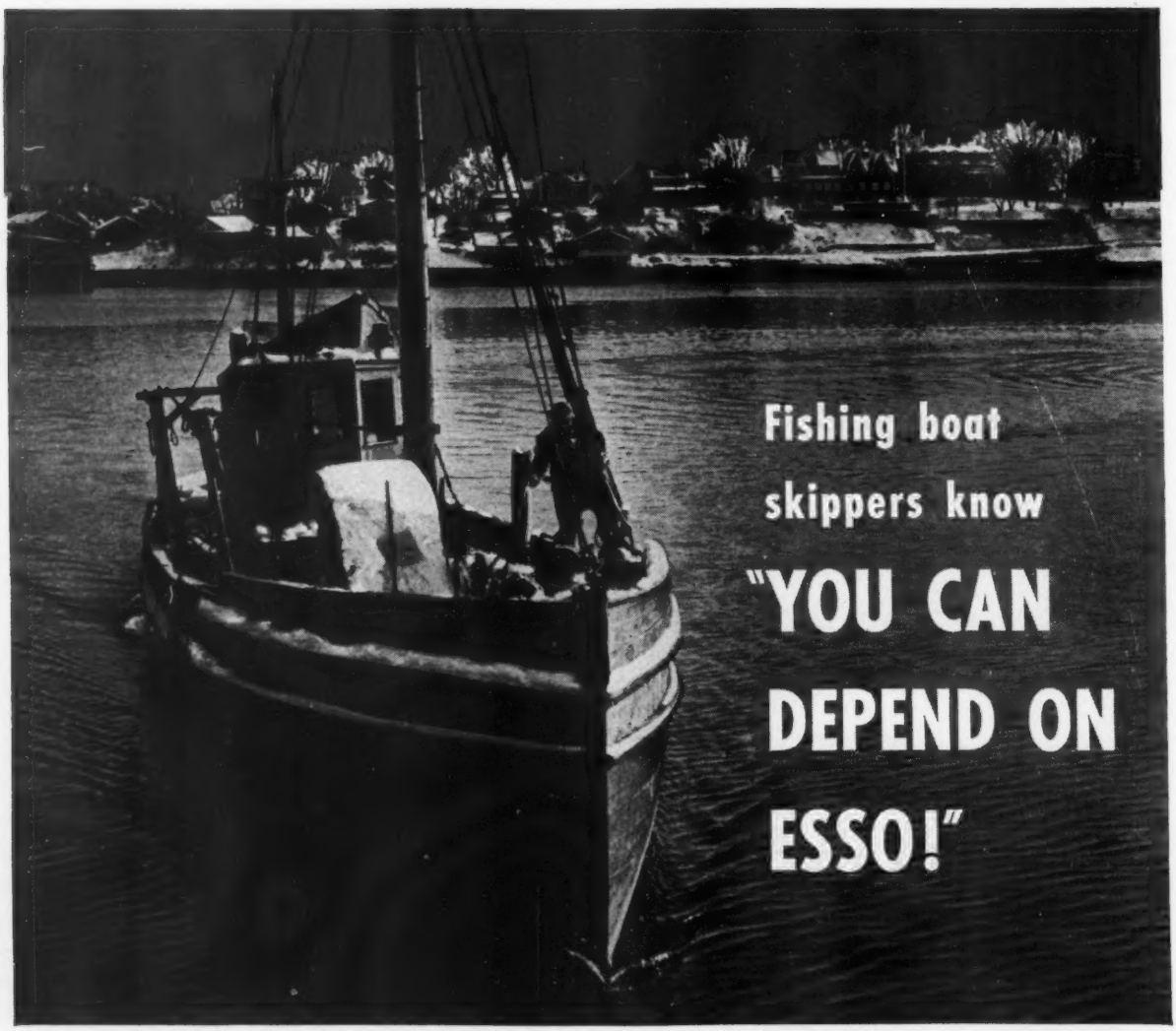

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Cooperative Regulation of Fisheries

A Method of Maintaining Maximum Production*

THE policy which our Federal Government has toward high seas fisheries, briefly put, is to make possible the maximum production of food from the sea on a sustained basis year after year. So stated, this policy is extremely simple, and it is doubtful that any man in the world will find objection to it. Yet the implementation of this simple policy is fraught with as much complexity as any that the U. S. Government has before it.

No one owns the ocean. It is an international common comprising more than three fourths of the surface of the earth. What is produced therein is either the property of no one or the property of everyone. The consequence of this lack of ownership is that there is no law to cover the means of production from these food resources. They cannot be placed under any solid type of management either for good or for bad. Fish are owned property only when reduced to possession.

By international accord, territorial water is taken to be under the sovereignty of the nation whose coasts it washes, and its products are the property of that nation. Most of the major fisheries of the world started in these narrow territorial waters. As market demands increased, however, fishermen increased the size and navigability of their vessels, and the efficiency of their methods, and went far beyond territorial waters for their catches. For the past 200 years, most of the major fisheries of the world have lain at least partially outside territorial waters.

Overfishing

Until 40 or 50 years ago, it was generally considered that these major fishery resources of the sea were inexhaustible. The more you fished the more fish you caught. The effect of man's activities seemed to be so small on the fish populations he fished upon, when compared with the effects of the great natural fluctuations caused by cyclic changes in the climate of the sea, that they could be ignored.

But fishermen became more clever at harvesting the fish. In this century, fishing intensity has risen tremendously. In only the last few years, new developments have greatly improved fishing efficiency. With this tremendous increase in fishing effort, which is still increasing at a rapid rate, some kinds of fish became less abundant. Fishermen said, "Wait, they will be back again." But some kinds of fish just did not come back. Biologists claimed that some fish would never come back unless the fishery was relaxed.

In recent years, mounting evidence has shown that when you begin fishing on any population of fish, that population begins to decrease in total numbers as the take of fish from it increases. Up to a certain point, however, the reproductive capacity of the population increases also—whether because there is more food for what fish are left, or whatever cause, is not well understood yet. If the fishing intensity continues to increase, however, you at last come to a point where the population of fish cannot respond, and now the yield begins to drop off no matter how hard or efficiently you work.

The sense of this is that for any particular population of fish there is a point of fishing intensity which will yield a maximum crop into eternity. Less fishing than that is wasteful, for the surplus of fish dies from natural causes; more fishing than that is wasteful because it results in a smaller crop.

This point of optimum fishing intensity changes as the cyclic changes in the climate of the sea affect the productive ability of the particular fish population. In such important kinds of fish as herring and sardine it becomes apparent that these natural fluctuations are of major importance; in such fish as halibut it seems that natural fluctuations are small enough that they almost can be ignored.

These facts indicate that management of each fishery will be desirable when the fishing intensity gets beyond the point of maximum return. But who is to manage the fishery on the high seas? Management means laws and their enforcement.

There is one way out of this puzzle. A fisherman, once he goes beyond the limits of territorial waters of his country, is exercising rights belonging to his country under international law. Consequently each country has control over its own fishermen wherever they go on the high seas and can control fully the activities of these fishermen. Thus any nation has all the powers it needs to regulate and manage any fishery in which only its own nationals participate.

The difficulty is that most kinds of fish are migratory and fishermen follow the fish without regard to nationality. Where the nationals of more than one nation fish together on the same grounds, all must work under the same regulations which must be uniformly enforced on all, or a commercial advantage will accrue to one side or the other.

Joint Commissions

The United States and Canada have succeeded in working out a joint formula for managing the high seas fisheries in which only their nationals operate. Beginning first with the halibut fishery of the Northeast Pacific, the two nations set up a Joint Commission under treaty. Successive changes in the treaty have given the Commission more and more power of regulation over this fishery. The regulations have proved to be tremendously beneficial to the fishermen and to both countries.

Regulations of the Commission are designed to keep the population of halibut in the Northeast Pacific at that level which makes possible the maximum sustained yield year after year. The percentage of this catch which goes to either country depends on the energy and ability of its fishermen. Within the season fishermen of both countries fish everywhere under equal privilege; when the season closes, all fishermen stop.

When the Commission began managing the halibut fishery, the fishermen of both countries together, fishing nine months of the year could take about 35 million pounds of halibut from the Northeast Pacific. The populations of halibut on the banks have been so carefully managed and built up that now those fishermen take 55 million pounds in less than two months.

Canada and ourselves also have been joint partners in the International Pacific Salmon Commission, which has as its duty the management of the sockeye salmon fishery of the Fraser River. This Commission also is producing results which are highly beneficial to both countries. A third fishery treaty has been signed between our two countries to manage the fisheries of the Great Lakes. This still has to be ratified.

We have recently completed an agreement with Mexico to set up a Commission for the purpose of investigating the tuna resources occurring off the coasts of both countries. With this treaty, we hope not only to begin gathering information which will be useful in managing the great tuna fishery, when that proves to be necessary, but also to build up amity on fishery problems by joint work on joint problems to the end that one day we will have permanent mutually amicable relationships in fisheries matters with both our neighbors.

Northwest Atlantic

We are now embarking on a task which is many-fold more difficult than anything that has been attempted to date in managing fisheries in international waters. It has become apparent that the halibut, haddock, and cod resources of the Northwest Atlantic either require regulation now or will in the immediate future.

Spanish, Portuguese, French, Italian, English, Danish and Norwegian fishermen work on these stocks of fish, as well as fishermen from Canada, Newfoundland, and the United States. That these nations have rights to fish in the waters of the Northwest Atlantic, goes without question. That it is impossi-

(Continued on page 40)

* Condensation of an address by the Special Assistant to the Under Secretary of State, Dr. W. M. Chapman, before the National Resources Section at the annual meeting of the California State Chamber of Commerce.

Crab Industry of Chesapeake Bay

One of Youngest Atlantic Coast Sea Food Enterprises

THE crab industry of the Chesapeake Bay area, though one of the youngest sea food industries on the Atlantic Coast, ranks high in importance. Its growth seems striking when one remembers that its beginning can scarcely be placed earlier than 1875. About that time, certain merchant pioneers saw wider market possibilities for the Chesapeake Bay blue crab. They began to offer crab meat ready-picked from the steamed hard crab, as well as soft crabs shipped to reach the consumer alive.

It is difficult to believe that the traffic in soft crabs, in particular, is so recent. While soft crabs are today one of the most sought after and highest priced seafood delicacies in America, evidence shows that less than a century ago they were not nearly so popular. In Europe, they are almost unknown.

Statistics showing the condition of the Chesapeake Bay crab industry in its infancy are not sufficiently complete to provide a thoroughgoing comparison with today. In 1886, however, the drain on crab resources was already beginning to be felt. In a statement dated that year, the Commissioner of Fisheries for Virginia, referring to the industry as "but a few years old", recommended a partial curb on crabbing by the prohibition of dredging. Crabs were declared to be economically more important than oysters in the Tangier-Crisfield area. Enterprising shippers about this time began to send fresh cooked crab meat west of the Mississippi. Crabbers were increasing in numbers.

In view of the fact that good refrigeration, a necessity in the handling of cooked crab meat, was not to be counted on in the early days, it is not surprising to learn that crab meat was canned then to a larger extent than today. At the present time, canned Chesapeake Bay crab meat has almost disappeared from the market, but the fresh meat, packed in 1-pound cans and efficiently refrigerated is available throughout the country.

Factors Governing Production

It may safely be said that with an industry attempting to build on the blue crab resource, severe fluctuations in supply were, and are, detrimental to a stable industry. The number of crabs in the Bay tends, for reasons not always clear, to be much less numerous some years than others.

In the production of fresh cooked crab meat, however, there is one factor contributing to stablilization—the crab picker. In several instances there has been the anomaly of crabs plentiful and cheap, and crab meat scarce and high. Shortage of pickers was the major factor in this condition. In this regard, it is noteworthy that the crab meat industry has never become mechanized, and real mass production is unknown. The devices introduced from time to time for handling crabs by machinery have not proved themselves practical.

With a well defined limit to production of the meat itself and with the ever present necessity of handling crabs as soon as they are landed, a limit frequently is placed upon catches in years of plenty. Crab dredge vessels, for instance, are instructed not to bring in more than a certain amount of crabs to the dock on pain of losing the surplus. Consequently, at such times the production of fresh crab meat ceases to be an accurate index of the supply of crabs.

The importance of some biological control of the Chesapeake Bay blue crab has been stressed by those most concerned. Control is said by some to hinge upon protection of the mother crabs about to spawn, called "sponge crabs". If these are taken without restriction, the argument goes, a decrease in crabs follows. But it has also been shown that weather plays a most important part in survival. The consensus is that more study is needed, and the fisheries laboratories of Maryland and Virginia have allowed an important place for such study in their programs.

Scope of the Industry

In 1947, in Virginia, 109 crab businesses operated, ranging from one-man firms shipping perhaps 500 dozen soft crabs, or 50 barrels of hard crabs per season, up to picking houses working the year-round and producing 100,000 lbs. of crab meat annually, at an average of $1.00 per pound. Similarly, in Maryland, there were 134 such businesses.

During warm weather, the soft crab industry enters the picture. Its season is limited to about four months. Contemporary statistics show the soft crab catch of Chesapeake Bay to be five times that of the entire coast from North Carolina to Texas. The hard crab production of the latter area does not substantially surpass that of the Chesapeake.

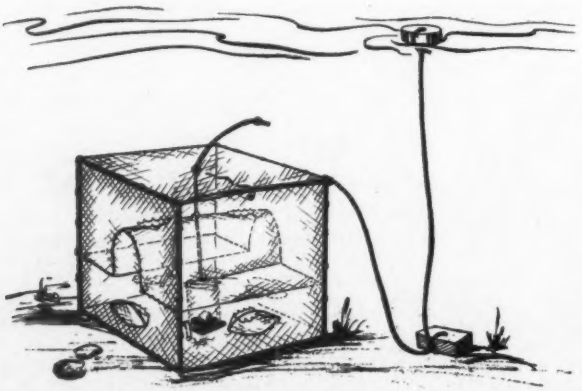
A number of methods of taking crabs, more methods perhaps than for any other one creature of the sea, are in use in Chesapeake Bay. Two of them have been patented. Such methods range from dredging, which usually requires a boat of 5 net tons or more, carrying heavy dredges and a crew of four or five men, down to a lone youngster without a boat, wading over the river flats with a home-made push net.

Crabbing is practiced in many far-flung, relatively inaccessible sections of the Bay, which lack a central loading point. The

(Continued on page 42)

The 60′ crab dredging boat "Marion Sue Handy" owned and skippered by Capt. Charlie L. Pruitt of Tangier, Va. She is equipped with a 75 hp. Buda Diesel, a Hyde propeller and Columbian rope.

Excerpts from an article by James Wharton, U. S. Fish and Wildlife Service, fishery marketing specialist.



A typical 24-inch square crab pot made with 1½-inch mesh wire and containing 1-inch mesh funnels.

New England Fisheries Report A Record-Breaking Year

Fish and shellfish landings at ports along the New England Coast during 1948, by and large, showed increases in either volume or value and in several instances there was a gain in both. Preliminary estimates for the State of Maine and the Massachusetts ports of Gloucester, Boston and New Bedford give a total of 851,150,800 lbs. with a dockside value of $56,065,400.

Maine

The Sea and Shore Fisheries Department has estimated that 1948 fish and shellfish landings along the Maine Coast reached an all-time high of 330,000,000 lbs. valued at over $15,200,000, as compared to 181,433,000 lbs. worth $12,385,000, in 1947. The herring catch was the largest of any species and also showed the greatest gain as compared to 1947, totalling 217,000,000 lbs. valued at $3,516,000. The landings were utilized in a pack of more than 3,000,000 cases of sardines, with the remainder going into specialty products, fish and lobster bait and numerous other by-products.

The lobster take remained the most valuable, bringing approximately $6,285,000, but showed a decline in poundage of nearly 2,000,000 from the 1947 total of 18,277,000.

Redfish landings totalled 49,209,000 lbs. valued at $1,762,000, and showed a gain of about 10,000,000 lbs. Substantial increases were made in the landings and value of other varieties of fish, with much of the catch being taken by line trawlers and small draggers on the inshore grounds. The small lobster take is believed to have contributed to this situation, as many lobstermen went fishing when the trapping was poor.

The clam take totalled nearly 10,000,000 lbs., and brought over $2,000,000, which was a substantial gain over 1947, and the quahog take totalled 307,000 lbs. Landings of shrimp dropped from 193,000 lbs. in 1947 to 27,400 lbs. in 1948.

Gloucester

The port of Gloucester broke all previous records in its 325 years' history of fresh fish production when a fleet of 290 fishing vessels hailed at $13,000,000 catch totalling 244,427,200 lbs., and bettered the record established in 1946 by 13%. Redfish landings also reached an all-time high, totalling 191,385,000 lbs. in 1,945 trips, or 41% more than the 1946 record. There were 834 trips of whiting, which yielded 8,155,000 lbs.; and 402 trips of mackerel, totalling 16,461,000 lbs. Gloucester was the foremost port in the nation in the matter of food fish production during 1948, a position she previously has held in 1943, 1944, 1945 and 1946.

The record for a week's production also was broken in 1948, 10,118,700 lbs. having been landed in the seven-day period starting August 7, in comparison with 9,761,600 lbs. in the previous best week, starting June 7, 1946.

Among the redfish records established were the biggest month, which was August, when 25,449,000 lbs. were landed, as compared to the previous record month of July, 1946, in which 23,741,000 lbs. were brought to port; the record week, starting June 7, during which there was a catch of 7,503,000 lbs., against 6,029,000 lbs. in the previous biggest week of June 4, 1945; the record day, April 19, when 2,776,000 lbs. were landed, in comparison with the previous best day, June 4, 1945, when 2,471,000 lbs. were brought in; and the record average redfish trip, 98,400 lbs., for a gain of one-third over the 1946 record.

New Bedford

According to preliminary figures released by the Fish & Wildlife Service, landings of fresh fish and scallops at the port of New Bedford totalled 77,266,600 lbs. valued at $11,751,400, and showed an increase of 4,151,400 in poundage and a gain of $1,334,100 in value. The scallop catch accounted for 10,084,800 lbs. of the total, as compared to 10,675,100 lbs. in 1947, and was valued at $5,273,200, against $5,251,000 the previous year.

Boston

A total of 199,457,000 lbs. of fresh fish valued at $16,114,000 were landed at the Boston Fish Pier, according to the Massachusetts Fisheries Association. Although the amount of the catch decreased by 2,204,100 lbs., its value showed a gain of $1,243,700 as compared to 1947, and was the largest in the history of the Pier. Below-normal landings in December were said to have been the cause of the drop in production.

Haddock and cod dominated the catch, although mackerel, whiting, redfish, pollock and the various varieties of flounder were caught in large numbers.

During the past year, the regular fleet operating out of Boston consisted of 50 trawlers of over 150 gross tons, 10 draggers of from 50 to 150 gross tons, two line trawlers, 46 inshore draggers and 23 inshore line trawlers.

Additions to the fleet were the new trawler *Michigan*, brought to Boston from Sturgeon Bay, Wis., and the *Tern*, which is the former trawler *Illinois* that was taken over by the Government.

Fishing vessels removed from the fleet during the year included the *Charles M. Fauci*, now operating out of Gloucester; the *Surf*, which tied up in May; the *Gudrun*, which tied up in July; the *Nina B.* and *Rosemarie M.*, which were sold to foreign interests; and the *Brookline* and *Newton*, which also tied up.

Launching 73′ sardine carrier "Glenn-Geary" at Newbert & Wallace yard, Thomaston, Me., for Belfast Packing Co., Belfast.

73′ Sardine Carrier "Glenn-Geary" Launched for Belfast Packing

The new sardine carrier, *Glenn-Geary*, slid down the ways, at Newbert & Wallace, Thomaston, Me., on December 15 to enter the service of Belfast Packing Co., Belfast, with Capt. Frank Childs as skipper. The craft is named for the grandchildren of Glenn Lawrence, owner.

Framed with native oak and planked with hard pine, the carrier's dimensions are 73′ x 18′ x 7′. She is similar in design to craft previously built for Bath Canning Co. and the Belfast firm, in both of which Lawrence is interested. Her fish holds have a capacity of 1,150 bu. of herring.

The main power plant is a 135 hp. D17000 Caterpillar Diesel furnished by Southworth Machine Co., Portland. With a 1.96:1 Twin Disc reduction gear, 4″ Tobin shaft, Columbian Bronze 43 x 33 propeller and stern bearing, it is estimated that the boat will have a speed of nine knots. Other equipment, supplied by The Harris Co., Portland, includes a 215 lb. Danforth anchor, Fairbanks-Morse 32-volt, 1200-watt generating set, and two sets of Surrette 283 amp. hr. HHG-31 batteries, one for lighting and one for engine starting.

Sudden Cold Can Cause Fish Mortality

By Dr. W. Schweisheimer

FISH, as any other animals, are exposed to the influence of cold and heat. They have their cold spells and heat waves in the water as human beings have them in the air. Some fish have an opportunity of retiring to deep waters where the temperature is steady, and there they enjoy the same advantages human beings have in an air conditioned house. They surely feel there like a fish in water.

The destruction of marine animals, especially fish, by cold waves that strike the Gulf Coast of the United States every decade or so has received some attention from zoologists. As early as 1856 J. R. Bartlett, in his personal narrative of explorations and incidents in the Gulf States, told about the damage done to fish by cold winds: "After a norther has blown for 12 or 24 hours, the temperature of the water is so much reduced that the fish become chilled, and not having strength enough to make their way over the bar, now more shallow than ever, they often lie there in heaps. At these times the people go to the bar in their wagons, and with a spear or fork, pick up the finest fish, weighing from 10 to 100 lbs., and thus carry away many loads." This is an interesting account of what happened during cold spells in earlier days when fish were probably more plentiful than at present. Bartlett refers also to numbing of fish. Numbing is not necessarily followed by death in mild cold waves.

Better Survival in Young Fish

In 1930 Hildebrand and Cable noted some indication that young marine fish survived sudden cold spells better than larger ones. Gordon Gunter, Marine Laboratory, University of Miami, in some highly interesting publications made observations indicating that young marine animals survived cold spells better than their elders. He described in particular the fish mortality caused on the Texas Coast by hard and light cold waves. Baughman, in a recent account of the damage done by the 1947 freeze on the Texas Coast, noted the peculiar absence of small redfish, *Sciaenops ocellata*, among fish killed by the freeze, while larger redfish were quite abundant.

In a severe cold wave in 1940, many kinds of fish and several crustacean species were killed. It was estimated that roughly a million pounds of fish were killed and this estimate was probably too low. Gunter predicted at that time that a shortage of fish was to be expected for the next few years, a prediction which actually was realized. Records, especially in earlier years, on great mortalities of fish because of cold on the Texas and Gulf Coasts, have been transmitted. Severe cold spells seem to have occurred since 1856 in an average interval of 14 years. Other milder cold waves hit the coast at shorter intervals.

In 1942, a light cold wave struck the Texas Coast. In Aransas Bay, Gunter points out, it gave signs of dying out two or three times, but it continued for eight days with temperatures below freezing. Gunter made a survey of the fish population of that region immediately after the freeze. Sand trout, mullet, redfish and drum were killed. Speckled trout, caught on hook and line were too sluggish to pull hard and commercial fishermen stated that schools of them would only run a few feet when scared instead of leaving the vicinity, which is the ordinary reaction. Gunter prepared tables with the number of fish caught, alive and dead. The length ranges are taken as indicative of the fact that under natural conditions the larger specimens of certain species of fish are killed by cold waves in proportionately greater numbers than the smaller fish.

Tropical fish are particularly sensitive to cold spells. Storey has shown that tropical fish are killed more often by freezes at Sanibel Island, Florida, than are subtropical species and these in turn are more susceptible to cold than temperate species. All fish killed by the cold spell and mentioned in Gunter's tables are subtropical and tropical or subtropical and temperate in distribution. Some fish were found in the bays before the freeze but not afterwards. The criterion used for death from cold was simply the discovery of the dead fish, with no lesions, in trawls after the freeze. The close connection between the two uncommon events, freeze and mortality of fish, leaves little room for doubt as to the cause of death.

Temperature and Seasonal Cycles

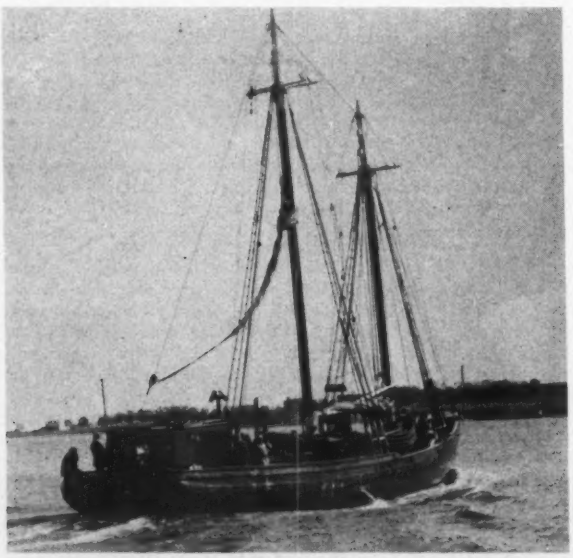
Certain seasonal changes were noted in the fish population coinciding with seasonal temperature changes. During the Fall most fish in the bays began to move toward the Gulf. Many species were taken in the Gulf only in the Winter. Several other species left the area entirely. In the Spring and Summer the fish returned to the bays. There was a counter movement of a few species that were taken in the bays only in the Winter. Seasonal movement of fish is a result of temperature change, the influence of salinity being minor.

It is difficult to say with certainty, Gunter points out, that the migration or changing seasonal status of any one fish is directly due to temperature change. For instance, a fish may follow a food organism about, which in turn is controlled by temperature. Nevertheless, the overall seasonal changes in the fish population doubtless are caused by temperature change, whether it is a direct or indirect cause.

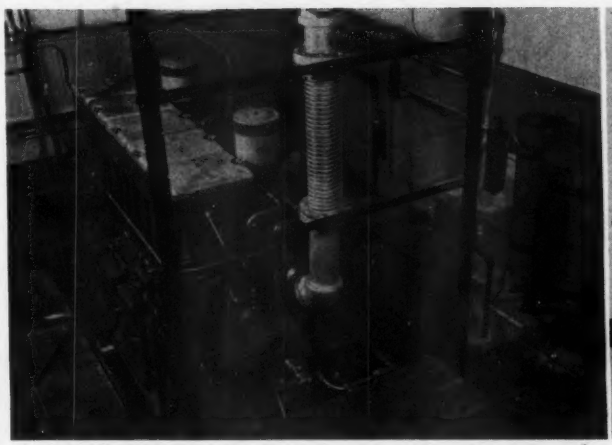
Most marine animals in the temperate zones have definite breeding seasons. Gunter tells some nice observations about the seasonal cycle in the water. Spring in the water was as evident as it was on land. In the air the male gulls become very gallant and called the females when food was found. Although most fish spawned in the Spring and Summer, several of them spawned in the Fall and Winter. It has been known for some time that most marine animals fall into these two general groups.

In Gunter's observations over six times as many fish spawned in the Spring and Summer as spawned in the Fall and Winter. Soon after the larger redfish and mullet return to the bays they are followed by hordes of young mullet, croakers and redfish.

The temperature cycle, Gunter says, is definite while the general salinity changes are not nearly so regular. Winter and Spring in general are the times of greatest rainfall but this is not always the case. A salinity gradient from a very high to very low salinity is more or less maintained at all seasons and a migratory animal could presumably take its choice so far as salinity of the environment is concerned. Mass movements, at any rate, coincide with the temperature cycle. Both of these important physical factors, salinity and temperature, have definite limiting and differential effects, which are difficult to separate merely by observation.



The 85' dory fisherman "Marjorie Parker" owned by Portland Fish Co., Portland, Me. She is skippered by Capt. Albert Hines and is fishing from Boston. The vessel is powered with a 200 hp. Hendy D38MR2 Diesel with 2:1 reduction gear, sold by J. H. Westerbeke Corp.



First installation of the new model 175 hp. Wolverine Diesel in the New Haven oyster dredge "Peconic", shown at right.

Long Island Oystermen Seek New Fire Island Inlet

The Suffolk County Board of Supervisors voted on December 27 to authorize Harry T. Tuthill, county engineer, to prepare a survey of Fire Island Inlet which would show the desirability of cutting a new 900' x 12' inlet through the beach east of the Fire Island lighthouse. Such an inlet, according to Tuthill, would afford safer navigation, permit abandonment of the present inlet with its shifting channel, and improve both fishing and shellfishing in the Great South Bay. He estimated that it would cost $2,000,000 instead of the $9,000,000 that would be required to improve the existing inlet.

However, before an inlet could be cut it would be necessary to obtain the approval of the Corps of Engineers and also an appropriation from the House of Representatives after the plan had been approved by the Public Works Committee for inclusion in Rivers and Harbors projects.

George H. Vanderborgh of the West Sayville shellfishing firm of G. Vanderborgh and Son, has expressed the opinion that the cutting of a new inlet would result in increasing Great South Bay oyster production. Speaking before the Sayville Rotary Club on December 9, he also suggested that the oyster take might be increased by controlling tides through the use of locks, thereby providing a better circulation of water in the area from Bay Shore east to Smith Point.

Mr. Vanderborgh explained that since 1931, when Moriches Inlet was formed, the flow of water from Moriches and Fire Island Inlets has resulted in a stagnant area off Bellport. This stagnant section, together with the oversupply of salt-water suddenly brought into the area when Moriches Inlet was formed, is the cause of the present decline in oyster production, according to Vanderborgh.

Sterling Basin Opened

The ban on the taking of shellfish from the waters of Sterling Basin was lifted by the New York Conservation Department recently for the Winter months of December, January and February. The sanitation unit of the State Bureau of Marine Fisheries for some time has been conducting periodic bacteriological examinations of the Basin's waters.

Discusses Oyster Cultivation

John Plock, head of the Shelter Island Oyster Co., Inc., Greenport, discussed oyster cultivation at a recent meeting of the Greenport Rotary Club. Mr. Plock, who has been actively engaged in the oyster business for the past 20 years, said he feels that the time is past when nature can be depended upon to provide an oyster set. He revealed that he has established a laboratory at Southhold with a biologist in charge for the purpose of experimentation and study.

For many years there has been no oyster set in Peconic or Gardiners Bays, and for the past eight years there has been comparatively little set along the Connecticut shore.

Connecticut Oyster Dredge "Peconic" Repowered

Sea Coast Oyster Co., New Haven, Conn., managed by James E. Munson, has repowered its oyster dredge *Peconic* with a 175 hp. Wolverine Diesel which provides 75 more horsepower than her previous power plant. The engine is the first installation of a new improved line being made by Wolverine.

The *Peconic* was built at Tottenville, N. Y., in 1912 and has registered dimensions of 57' x 21.4' x 5.9' and a capacity of 1600 bu. She is used for general oyster work in the vicinity of New Haven under command of Capt. Ted Granger.

The new engine is a five-cylinder, four-cycle, 8½ x 10½, full Diesel turning at 620 rpm. and was installed at the Wolverine Motor Works dock in Bridgeport, Conn. It incorporates the following major changes: enclosing top of engine, full pressure lubrication to overhead valve mechanism, and the use of Bendix Scintilla fuel injection pumps and nozzles together with a hydraulic variable-speed governor. These engines are being manufactured in 3, 4, 5 and 6-cylinder models of 35 hp. per cylinder at 620 rpm.

Operation of the *Peconic's* engine from the pilothouse is made possible by a Sperry hydraulic throttle control and pneumatic remote control of the Snow-Nabstedt 1.5:1 reverse and reduction gear. The new power plant turns a four-blade, 48 x 32 Columbian propeller on a 3" Tobin shaft with Arguto bearings and is fueled and lubricated with Socony-Vacuum oils.

Engine equipment includes a Ross heat exchanger, Marine Products sea and fresh-water circulation pumps, Viking auxiliary fuel pump, Curtis air compressor, Jones tachometer, Kinney hauling clutch and Weston exhaust thermometers.

Herring Running Off Watch Hill

Herring, the mainstay of Stonington's draggers last Winter, are running off Watch Hill and most of the fleet is fishing for them. The price is good, and buyers are meeting the boats and bidding on the catches. Capt. Theo Sylvia's converted schooner Jane Dore caught 7,665 lbs. in one drag early in December.

Siemer Joins Verrier, Eddy

Verrier, Eddy Co., 201 East 12th St., New York 3, N. Y., one of the oldest distributors of marine engines in the country, has appointed Fred V. Siemer a member of the firm with responsibility for the distribution of the Company's products in Long Island and New Jersey. Siemer was associated formerly with the Technical Service Div. of Socony-Vacuum Oil Co.

Verrier, Eddy has been representing The Lathrop Engine Co. and The Red Wing Motor Co. in the greater portions of Connecticut, New York and New Jersey for over 35 years.

Maryland Groups Suggest New Conservation Authority

Creation of a Conservation Authority to replace the Maryland Commission of Tidewater Fisheries has been recommended to Governor Lane in a report by the Program Committee of the Seafood Industry for the Chesapeake Bay and Tributaries, of which Mayor Nelson R. Coulbourn of Crisfield is chairman. Concerned almost wholly with Maryland oyster laws, the report suggested immediate legislation including increases in license fees, a boost from 2 to 5c in the bushel tax, increased penalties to aid enforcement, and assignment of discretionary powers to the executive committee of the proposed Authority for regulating seasons, type of equipment, designation of seed areas and opening and closing oyster rocks. It was recommended that the authority of the executive committee, however, be limited definitely in the matter of barren bottoms and all forms of leasing or contracts.

Other suggestions included the following: the reorganization of the law enforcement branch; an accurate and complete survey of present seafood resources; the establishment of commonsense policies to increase the production of the State's resources in the shortest possible time; the development of all present and future seed areas where practical; an extensive shell-planting program; a careful study of present laws, particularly with regard to clear interpretations, penalties, and also as concerns power operations and leasing; and the development of a more efficient research program, both biological and technological, to the end of better production and marketing.

Another plan for the rehabilitation of the oyster industry in Maryland has been submitted by the Bowman Commission. This group recommended both public and private planting as necessary to restore the industry to its former importance, and suggested a 15-year program designed to bring production of oysters up to 12,000,000 bushels annually. It also recommended a new setup to handle seafood conservation, in place of the present Commission of Tidewater Fisheries.

Other points of the Commission's recommendations were as follows: repeal of the 20% shell tax law in favor of a law requiring every packer or processor to sell to the State at least 50% of his shells at the current market price, not to exceed 5c per bushel; amendment of the oyster inspection taxes to provide an assessment of 5% per bushel on all oysters processed, in order to finance the purchase of shells; a gradually expanding program of growing seed oysters, beginning with the planting in the Spring of a minimum of 1,000,000 bushels of shells in areas having a good record of spat-setting intensity; a program of reseeding tributary and bay oyster bars to the greatest extent possible; stricter law enforcement; and encouragement of private oyster farming operations by licensed oystermen.

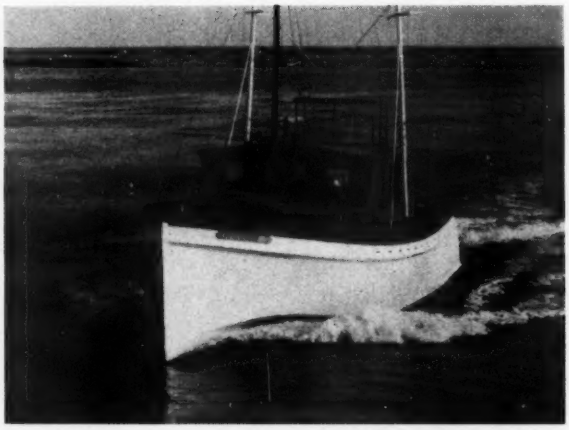
The group also suggested that an effort be made to integrate the industry and to obtain support for a program of rehabilitation by providing for the election of State and county committees of watermen, packers and planters, patterned on the committees provided in the soil conservation district law and the forest conservancy district act; and urged the appropriation of sufficient funds to carry out its recommendations through the taxation of the industry supplemented by an appropriation from general funds.

Oversized Oyster Dredge Boats

The Tidewater Fisheries Commission signed bills of complaint recently charging that 41 oversized boats have been dredging for oysters on the Eastern Shore. The Commissioners asked that the licenses of the boats be nullified and that temporary injunctions be granted banning their further use pending court hearings. They charged that 22 oversized boats have been operating in Dorchester County; 15 in Talbot; and 4 in Somerset.

Bowman Named to Joint Commission

Dr. Isaiah Bowman, president of Johns Hopkins University, has been named by Governor Lane to serve on the joint Maryland-Virginia Commission on the Chesapeake Bay and Potomac River. He fills the vacancy left by the death of Major Robert C. Archer of Bel Air.



The 41′ Ocean City, Md., sport fisherman "Cecil B" owned and skippered by Capt. Talbot E. Bunting. She is painted with Pettit paint and equipped with two 140 hp. Chrysler Royal engines and Columbian propellers, and uses Esso lube oil.

VIRGINIA

Menhaden Catch Shows Decline

The menhaden catch in Virginia during the 1948 season, which ended in October, was nearly 40,000,000 lbs. below that of 1947. The total landings, made by a fleet of 18 boats, were 131,320,000 lbs., compared with 170,180,000 lbs. in 1947. Individual catches for 1948 ranged from a high of 10,569,900 lbs. to a low of 4,206,900 lbs.

The menhaden were processed by six plants which ceased operations at the end of the Virginia season. However, some of the boats left for southern waters to follow the fish in their Fall migration, and will land their trips at southern factories for processing on a percentage basis.

Menhaden oil prices during 1948 started at 20c per pound, dropped to 12c, and toward the middle of November were about 14c per pound. At the same time, meal scrap leveled off at about $100 per ton.

Crab Dredging Fleet Large

The Virginia crab dredging season opened on December 1, and a large number of boats are engaged in this business. The season will close on March 31. Crabs have been plentiful this year, according to the Virginia Fisheries Laboratory.

A two-week survey was to be conducted during January on the Rappahannock River to determine the distribution of crabs of various sizes and sexes, according to depth, salinity and type of bottom. The study is a joint research project of the Virginia Fisheries Laboratory; the Chesapeake Biological Laboratory at Solomon's Island, Md.; and the Fish and Wildlife Service.

New Engines Installed

Capt. Ralph Carmine of Portsmouth, Va. has had a new 230 hp., 400 rpm., 9¼ x 14, six-cylinder, Model V Wolverine Diesel installed in his 110′ dragger *Belleisle*. The vessel formerly was the *Clara Hudgins* which burned last Winter. The *Alice Ann*, also owned by Carmine, was repowered with a similar engine.

The *Resolute*, owned by Capt. J. J. Lawson of Hampton, Va., has been equipped with a new 230 hp. Wolverine Diesel. The vessel operated out of Portland, Me. during the past Summer season.

Hampton Roads Area Landings

Fish production in the Hampton Roads area during the month of December totalled 1,365,000 lbs., which represented a decline of 114,000 lbs. from November and a drop of 304,000 lbs. from December, 1947. Almost all of the catch, 1,359,000 lbs., was landed by draggers, with the remainder coming from pound nets. Landings of sea bass totalled 474,000 lbs., and led the varieties. A fairly close second was scup, with 421,000 lbs., followed by sea trout, with 139,000 lbs.

Maine Coast Has Late Sardine Herring Run

Herring, which have been generally scarce in Eastern Maine coastal waters almost all of this season, struck along the coast from Eastport to Rockland early in December and fishermen and plants were active until the closing of the season on the 15th. Plant Manager Kermit St. Peter of the Holmes Packing Corp., Rockland, attributed the late appearance of the fish to mild weather and the absence of storms. He said that the herring received by his plant packed seven to the can, and were equal in quality to the best received in the regular season. Although the schools were not large, the fishermen did well as the herring brought $35 a hogshead.

The season as a whole has been an unusual one, especially in the area east of Rockland, where the fish avoided their usual grounds and were found in sections in which they never have been caught before. However, fishing in the areas where the Rockland and Port Clyde plants get their supply has been much the same as usual, and that section has had a better season than the area to the east.

Seek Summer Closing of Clam Flats

Eastern Maine clam processors plan to seek aid from Washington County town governments in obtaining passage of the law at the next session of the Legislature to close the clam flats of the area during the Summer spawning period. They claim that Summer digging not only has destroyed the seed clams but also the spawn on which the future of the industry depends.

In Western Maine, wholesale and unrestricted digging has resulted in such destruction to clams that the flats are no longer productive for commercial digging, according to the processors. As a result, many diggers have turned to Eastern Maine.

"Silver Bay", Rockland High-Liner

Fishing craft discharged a total of 1,537,000 lbs. of redfish, groundfish and shellfish at the General Seafoods fillet plant in Rockland during November. High-liner for the month was the *Silver Bay*, which landed a total of 237,700 lbs. in two trips. The *Eagle* was close behind, with 202,100 lbs., followed by the *Eugene H.*, which landed 99,200 lbs., and the *Ethel C.*, with 97,400 lbs.

The catch for the port included 907,000 lbs. redfish and 611,200 lbs. groundfish, with the remainder consisting of shellfish.

Four vessels which have been fishing out of Rockland will spend the Winter in Southern waters. Capt. Carl Reed, Sr. of Owl's Head planned to take the *Iva M.* to Norfolk, Va. about January 1. The *Dorothy & Ethel II*, Capt. Tom Eagan, and the *Isaac Fass* and *Katherine & Mary*, both of which are registered out of Virginia ports but which fished out of Rockland during the past two Summers, left for Southern waters earlier in the Fall.

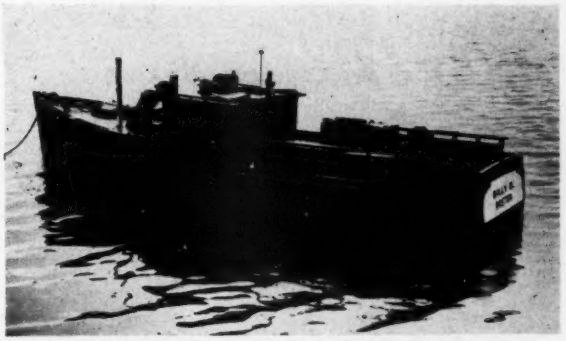
Several New Boats Launched

The 32′ x 9′ fishing boat *Nora T.*, owned by Maynard Robinson of Southport, was launched at the Farnham and Brewer boatyard, Boothbay Harbor, on December 6. The vessel was designed by Malcolm Brewer of Camden, and is Everdur fastened. She is powered with a 110 hp. Chrysler engine with 2:1 reduction gear.

Rockland Boat Shop launched the 36′ x 10½′ x 3′ lobster boat *Jaro* for Dorian Ames of Matinicus, December 14. Sponsored by Mrs. Ames, the craft is powered with a 135 hp. Nordberg gasoline engine which will drive her at 16 knots.

Capt. Franklin Orr of Bailey Island has taken delivery of the new 28′ x 9′ lobster boat *Brownie-O*, which is powered with a Chrysler Crown engine. She was built by Linwood Bibber of Harpswell at the United Machine Shop, Portland.

Kenneth Wincapaw of Friendship is building a 36′ x 12′ x 3′ lobster boat for Rex Anderson of Criehaven, and expects to launch her in late January. The new boat was designed by Nick Anderson of Criehaven, brother of the owner, and is powered by a 121 hp. Gray gasoline engine.



The 43′6″ "Billy B." owned by Air Lanes, Inc., of Rockland, Me. Powered by a 165 hp. General Motors Diesel, she is used for carrying lobsters in crates.

New Machinery for Tuna Canning

New machinery for the canning of tuna has been introduced in the Riviera Packing Company's factory at Eastport, and according to owner Arnold Vogl, is making it possible for the concern to market East Coast tuna competitively with tuna packed on the West Coast. The new device, one of two of which are in existence, automatically cuts, weighs, packs, oils, salts and seals the tuna.

Film on Sardine Industry

"It's the Maine Sardine", a new fishery educational film, will be available beginning March 1 upon request to the Division of Information, Fish and Wildlife Service, Washington 25, D. C. Produced by the Service in cooperation with the Maine Department of Sea and Shore Fisheries and the Maine Sardine Packers Association, the film depicts the catching of sardine herring off the State's coast and packing methods in local canneries.

Fourteen Thousand Licenses Issued

The Department of Sea and Shore Fisheries issued 14,300 licenses of all types to the fishing industry during 1948, and a total of $14,839 of the proceeds from them was retained by the Department to finance a special program of restoration and development of clam resources. Largest item of revenue, $24,695, came from the $5 licenses of 5,338 lobstermen.

Other licenses included the following: 775 for commercial fishing; 330 for weir and seine boats; 272 for scalloping; and 3,327 for clam digging.

Depth Recorders Installed

Two Portland draggers, owned by Harris Bros., recently were equipped with new Bendix DR5 Depth Recorders. They are the *Alice M. Doughty II*, Capt. Manuel Silva, and the *Vandal*, Capt. Jens Buhelt.

Southwest Boat Opens Electronics Department

Southwest Boat Corp., Southwest Harbor, has established an electronics department headed by Walter Smith, formerly of Eastport. With 20 years of experience in this field, Smith is well qualified for his new position.

The new branch will handle repair and installation work along the Maine Coast on all types of radios, radiotelephones, depth finders, loran and direction finders. It represents Bendix depth finders, Harvey-Wells and R.C.A. and has a complete stock of parts for all radio equipment. The electronics department, combined with the modern machine shop, marine railways, stocks of engine parts and equipment, and general service stocks and repair parts, gives complete coverage for the maintenance and repairs of fishing boats up to 100′ in length.

Southwest Boat Corp. did an overhaul job recently on the 66′ *William Underwood*, owned by William Underwood Co., Jonesport, and the 60′ *Eva H.* of Holmes Packing Corp., Eastport. The firm also has completed repair work on the 80′ *Fish Hawk*, William Underwood Co., McKinley; the 65′ *Woiee*, Machiasport Canning Co., Machiasport; and the 63′ *Mohican*, owned by Harry Morrison of Winter Harbor.

Gulf Oyster Production Shows Substantial Increase

For the month of November, the oyster yield in the principal landing areas of Alabama, Mississippi, Louisiana and Texas totalled 26,300 bbls., which was a gain of 5,000 bbls. over production in the previous month, and over 10,000 bbls. more than the take in November, 1947.

Oyster production in the first 11 months of this year was 659,700 bbls., or over 150,000 bbls. more than that of the same period last year.

Although the shrimp catch increased from 267,900 bbls. in the first 11 months of 1947 to 280,600 bbls. in the 11-month period of this year, figures for November showed a decline. The catch for the month was only 27,600 bbls., while in October it was 50,200 bbls., and in November, 1947 totalled 36,600 bbls.

The Gulf shrimp pack for this season to December 15 totalled 485,378 cases, and showed a 4% increase over last year.

The hard crab yield was 420,400 lbs. in November, which was 454,700 lbs. less than in October, but a gain of 97,300 lbs. over November, 1947. Landings for the first 11 months of this year were 12,685,200 lbs., and showed a considerable increase over the 7,394,700 lbs. produced in the 11-month period of 1947.

The principal species of salt-water fish caught in November were mullet, red snapper, spotted sea trout, red drum (redfish) and grouper. Landings totalled 616,500 lbs., as compared to 599,900 lbs. in October, and 467,900 lbs. in November, 1947.

The catch in the 11-month period of this year was 5,890,200 lbs., which represented an increase of over 1,000,000 lbs. as compared to the take in the same months of 1947.

Fresh-water fish landings in November were 165,700 lbs., against 167,500 lbs. in October and 177,900 lbs. in November, 1947. Production in the first 11 months of 1948 totalled 2,257,400 lbs., as compared to only 1,829,800 lbs. in the same period of last year.

Mississippi Shrimp Season Extended

The Mississippi Seafood Commission met at Biloxi on December 18 and passed a resolution extending the shrimp season, which had been scheduled to close December 15, until further notice. The action was taken as a result of poor catches during the regular season, attributed by the Commission to late growth.

The closing of the Louisiana shrimp season, which also was scheduled for December 15, has been postponed; shrimping now will be prohibited from February 15 to April 15.

Discuss Dredging Back Bay

At a meeting held December 21 at the Biloxi, Miss. Chamber of Commerce under the auspices of the organization's seafood industry committee, there was discussion on the need for dredging Back Bay and for better marking of obstructions in outlying waters. Safety in Biloxi Harbor also was considered, and an effort will be made to have boats operate at reduced speeds while in crowded areas such as the front channel.

Chairman Clell Dildy of the committee presided, and Louis Simmons, president of the Gulf Coast Shrimpers and Oystermen's Association, represented his organization at the conference.

Industry Honors Congressman Colmer

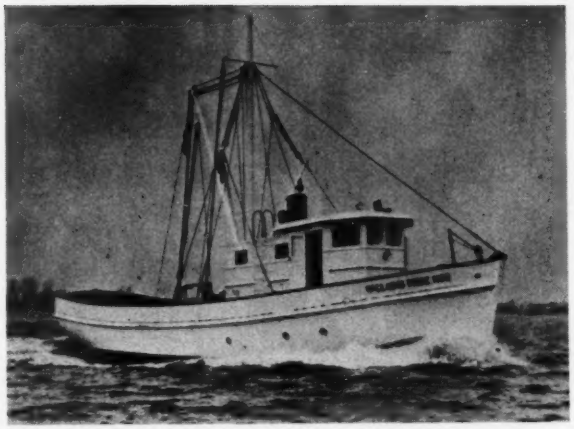
Mississippi seafood interests tendered a dinner to Congressman William Colmer on December 22 at Biloxi, in appreciation of his efforts on their part. Clell Dildy, secretary of the Mississippi Seafood Commission and representative of the Biloxi Seafood Shippers' Association, presided.

President Louis Simmons and Leon Strong represented the Gulf Coast Shrimpers and Oystermen's Association, and others attending included A. O. Soares, president of the Seafood Shippers' Association; Hermes Gautier, chairman of the advisory board of the Seafood Commission; President E. A. Peresich and Secretary Anthony V. Ragusin of the Biloxi Chamber of Commerce; and 24 packers.

Mobile Oyster Planting Begins

Work began recently on the Alabama Conservation Department's project of planting approximately 100,000 barrels of seed oysters in Mobile area waters. The job will require removal of small oysters from seed reefs and transplanting them to Mobile, Bon Secour and Portersville Bays and the Alabama portion of the Mississippi Sound.

During the last year, 800 tongers removed 60,630 barrels of oysters from reefs in Alabama waters.



The 62′ shrimp trawler "McClain's Pride No. 1" owned by McClain's Seafoods, Sabine, Tex. She is equipped with a 171 hp. Buda 6-DCMR-1879 Diesel with 2:1 Twin Disc reduction gear, Willard batteries, Columbian propeller, Gold Medal nets made by Linen Thread Co., and Columbian rope.

Texas Experimental Oyster Farming

Six experimental oyster beds of one acre each have been established in the Mesquite Bay area by the Texas Game, Fish and Oyster Commission's marine laboratory at Rockport. Four of the beds are planted with seed oysters from Copano Bay, another with dried sweet bay brush, and the sixth with dry mudshell of the type commonly used on roads.

For the purpose of studying growth rate and mortality, "test" oysters have been planted in wire baskets fastened to racks and placed in the plots. Weights, length measurements, and mortality rate are checked on these oysters monthly. The experiments are a part of the Commission's program for improving Texas' oyster production.

Bad Weather Hampers Shrimpers

With the closing of bays and inland waters on December 15, Texas fishermen ended what has been a poor season for shrimp production. The bulk of the State's shrimp catch usually is landed during October, November and December, but this year bad weather kept most of the trawlers tied up at the docks. The closed season will remain in effect until March 1.

Among recent additions to the shrimp fleet is the 54′ trawler *10 Grand*, which was built in St. Augustine, Fla. for Capt. W. W. "Red" Sachtleben of Aransas Pass. She replaces Sachtleben's trawler *George C.*, lost during 1947 in a heavy gale while en route from Carmen, Mexico to Brownsville. The new vessel is working for the Tippitt and Tisdale Fish Co.

The shrimp fleet of the Texas Fishermen's Co-op Association, Inc. is increasing rapidly, three new trawlers having been added recently, making a total of thirty-three vessels now fishing for that organization from the Aransas Pass plant and from the branch plant recently opened in Galveston.

The three recent additions include the 65′ *Marion D.*, built in St. Augustine, Fla. and owned and skippered by Marion Duzich; the 57′ *Liberty Bell*, which was built in Port Arthur and is owned and captained by Alvin Collins; and the *Francis S.*, built in Port Arthur and owned and skippered by Roy Soderstrom.

Seafood Imports from Mexico

During the fiscal year 1947-48, seafood imported from Mexico through Laredo and Brownsville included 12,524,426 lbs. of fish and 2,417,213 lbs. of shrimp. Imports of some of the various species of fish were as follows: redfish, 637,935 lbs.; croaker, 504,160 lbs.; and trout, 1,031,993 lbs. These imports often resulted in a glutted market, making it necessary for Texas fishermen to take a cut in price for their products.

Boat Show High Lights for Fishermen

THE 39th National Motor Boat Show, one of the most colorful ever held, staged its usual eight-day run at Grand Central Palace, New York City, January 7-15. Sponsored by the National Association of Engine and Boat Manufacturers, the show featured 230 exhibits on four floors of the Palace. Many advancements in design and manufacture were evident in the extensive assortment of boats, engines, nautical equipment and marine supplies. The following descriptions cover some of the numerous exhibits that were of interest to commercial fishing boat owners.

Hudson American Displays Radiotelephones

Hudson American Corp. displayed its line of marine radios and radiotelephones, rust-proofed instruments available in models for every type of commercial craft, with ranges from five to 100 watts. One new feature is the improvement of the Ranger radiotelephone antenna by the use of a simple and effective hinge which allows the antenna to be dropped flat to the deck. The height of the antenna is only 12′, but due to its special design it performs approximately as well as a 40′ vertical type.

Another change is a redesign of the Seafarer radiotelephone which gives it a rated power output of 30 watts without appreciable increase in size. Five channels of operation are available in this unit.

Surrette Battery Has Shore Converter

The exhibit of Surrette Storage Battery Co., Inc., consisted mainly of a complete display of 2, 3, 4 and 6-cell marine batteries. Another item shown was a trickle charger for keeping batteries in storage in a fully charged condition. One of these units will charge up to 36 cells.

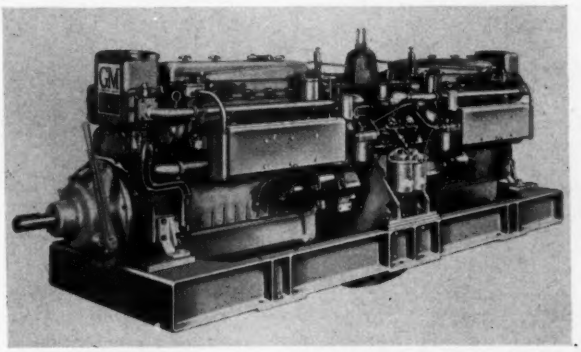
A shore power converter for any required DC voltage was displayed. With one of these a boat can be tied up indefinitely and still have the use of all the electrical equipment without restraint, without danger of running down the batteries. This unit can be supplied in 6, 12, 32 or 110 volts up to 3 kw.

Surrette also exhibited a Submarine Signal electronic voltage regulator. This equipment eliminates the necessity of manually controlling the generator voltage everytime there is a fluctuation of engine speed or when the electrical load is varied. Most important, it protects the batteries from being over-charged and will increase battery life up to 100%.

Detroit Diesel Presents Tandem Twin-Six

Detroit Diesel Engine Div., General Motors Corp. presented an entirely new version of the multiple engine arrangement; a 400 hp. Twin-6 Series 71 Diesel unit in tandem.

The two Diesels of the tandem are mounted back to back on a sturdy channel beam base with both driving a common spur gear through a pinion splined to the drive shaft. Each engine is equipped with its own GM hydraulically operated reverse gears which are operated in unison by a common selector valve. Hydraulic disconnect valves for each gear box permits either engine to be completely disengaged without disturbing the other. The tandem twin can have any one of five gear box ratios ranging from 1.75:1 to 6:1 and there is a choice of heat exchanger or keel cooling as well as port or starboard engine rotation.



General Motors Series 71 tandem Twin-6 Diesel, rated 400 hp.

Special interest items were a chromium plated rotating cutaway of a basic Series 71 Diesel and a static cutaway of a 6-cylinder marine model with hydraulic reverse gear.

Detroit Diesel also announced the availability of a 175 kw. Diesel-driven generator set. This new electrical power plant consists of a 1200 rpm. Delco generator direct-connected to a Twin-6 Diesel. For lesser power requirements Detroit Diesel presented a line of packaged single-engine electrical sets ranging from 20 to 60 kw.

Sperry Gyroscope Magnetic Compass Pilot

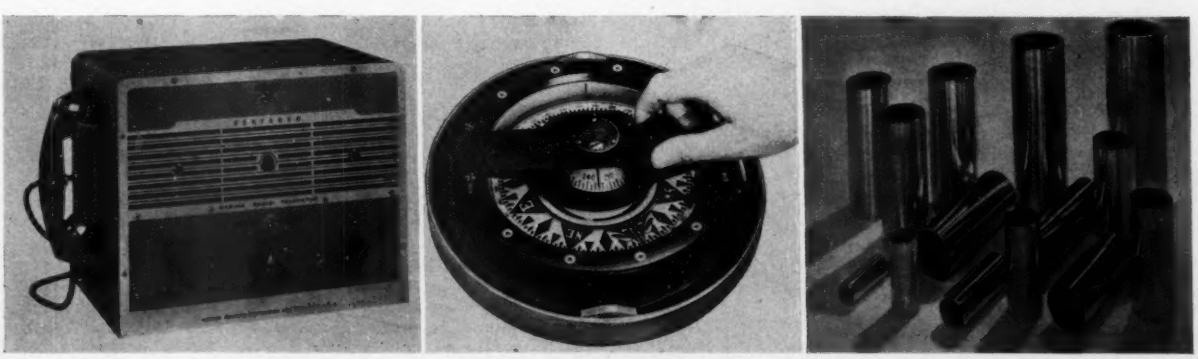
Sperry Gyroscope Co. featured one product, the new Magnetic Compass Pilot, prominently displayed on a miniature boat which visitors could board and steer by means of the Pilot. The first production model to be exhibited, this new device had previously undergone extensive tests aboard many boats which proved it a reliable means for automatic steering of small and intermediate craft.

The Pilot consists of a course setting knob and course indicator attached to the top of a high-quality standard magnetic compass. When a course is dialed with the course setting knob, a pickoff senses the compass reading and applies the rudder through a steering engine. A hand-held remote steering controller also permits rudder changes to be made at any point on deck.

Moffitt Shows Goodrich Cutless Bearings

An exhibit of Goodrich Cutless rubber bearings by Lucian Q. Moffitt, Inc., national distributor, marked the twenty-fifth anniversary of the use of Cutless rubber bearings in marine service. Coincidental with this, all Cutless bearings are now being made with Ameripol man-made rubber, developed by B. F. Goodrich, which effectively resists oils, greases and chemicals.

Fundamental principle of Cutless rubber bearings is that they are lubricated by water. The smooth rubber, slippery when



Left, Hudson American 30-watt Seafarer radiotelephone; center, Sperry Magnetic Compass Pilot; right, Goodrich Cutless rubber bearings.

wet, forms an almost frictionless contact with metal. The abrasive material which causes damage to bearings of other types has little or no effect because it depresses the rubber lining then is expelled through longitudinal grooves without having a chance to damage. These bearings also decrease noise and vibration.

Chrysler Ace, Crown and Royal Exhibited

The 1949 Chrysler line shown is built around three basic models, two sixes and an eight—the Ace, Crown, and Royal—with horsepower ranging from 92 to 141. Both helical reduction and planetary reverse gears are designed, engineered and built especially for the particular Chrysler model to which they are applied. The basic engine models are available with power take-off for commercial applications or a V-drive with the particular reduction gear ratio desired. Both are integral parts of the engine. The reduction gear case is functionally designed and can be attached in either of four different positions to the reverse gear case, putting the center-line of the propeller shaft above, below, to the right or to the left of the crankshaft centerline.

All important moving parts are Superfinished to a mirror smoothness, water temperature is thermostatically controlled, and the full-flow oil filter and heat exchanger-type oil cooler are in combination and integral on all engines.

The Chrysler-designed rubber water pump gears remove all possibility of damage due to corrosion and abrasion. All electrical equipment, too, is waterproofed, insulated or corrosion-resistant and the starter drive is cadmium plated for operating safety while the generator is of the spark-proof type.

Bludworth Shows Port Pilot Direction Finder

A new 200-400 kc., self-contained, 8″ x 6⅝″ x 9½″, precision-type direction finder, called the Port Pilot, was displayed by Bludworth Marine. This instrument operates with low drain-from self-contained batteries and features a compact five-tube super-heterodyne receiver, a permanently etched rotatable steel compass card, and a 12″, shielded, non-magnetic loop.

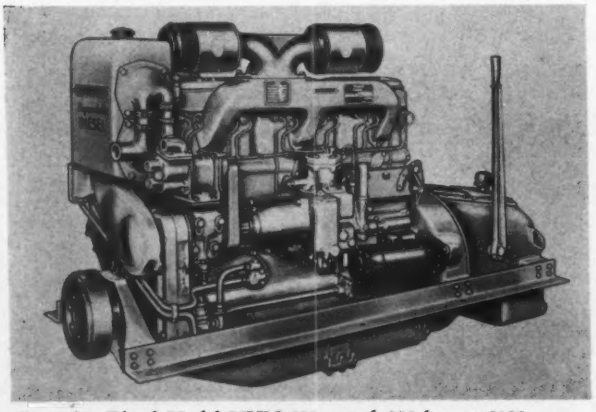
A companion instrument is the lightweight Depth-O-Meter, a supersonic, precision-type depth sounder. This model has no wearable moving parts. It indicates depths on a dual-range scale in feet and fathoms. For general navigation it measures depths down to 200′ or 30 fathoms. For shallow water, a shoal-range measures from one to 15′. Remote Depth-O-Meter Repeaters are available for attachment to this instrument.

In addition, Bludworth exhibited deep water Depth-O-Meters, both indicators and recorders, along with its complete line of direction finders.

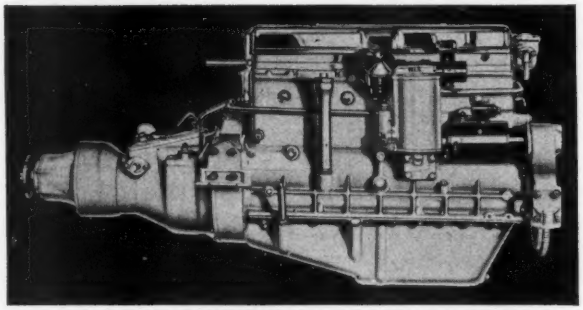
Cummins Diesels Displayed

Cummins Engine Co., Inc., displayed four models from its extensive line of marine Diesels and a cutaway version of the exclusive Cummins fuel system.

The engines shown included the Model AM-600, rated 100 hp. maximum, and the NHM-600, rated 200 hp. maximum. Both were equipped with a Twin Disc 2:1 reverse and reduction gear and an electrical starting system. A Model NHMS-600, with a maximum rating of 275 hp., had a 3:1 reverse and reduction gear and a front power take-off made by Twin Disc, a Roots-type supercharger and an electrical starting system. The largest Cummins Diesel exhibited, a six-cylinder LM-600 rated 250 hp. maximum, was equipped with a 2:1 reverse and reduction gear, a variable speed hydraulic governor, Twin Disc front power take-off, and high-pressure air starting system. All four models have the exclusive Cummins fuel system, Cummins-designed heat exchangers with Ross elements, oil coolers and mounting rails.



Cummins Diesel Model NHM-600, rated 200 hp. at 2100 rpm.



Chrysler Model M-28 Royal with 1.43:1 reduction.

Michigan Wheel Features Helical Planer

The Michigan Wheel Co. exhibit featured the helical planer machine in operation, demonstrating how patterns for propellers are made by the machined-pitch method. No other propellers are made by this process for the planer was designed, built, and patented by Michigan Wheel. These propellers range in size up to and including 60″ in diameter.

New Keyway Developed for Monel Shafts

A different type of keyway, developed after 16 years of research by engineers of The International Nickel Co., was featured in connection with Monel shafting. The keyway is shallower than the conventional types, has filleted lower corners along its entire length and is finished with sled-runner ends. Complete laboratory and service tests indicate marked improvement in resistance to fatigue fracture.

Other items displayed included a heat and corrosion-resistant Monel exhaust muffler, Monel telescoping pole-type aerial for radio and ship-to-shore telephone service, Monel water strainer, a combined fresh-water engine cooling system and heat exchanger for salt-water service, and a complete line of Monel fastenings from nails to rivets, lag bolts and nuts.

Gulf Explains Methods for Cleaning Fuel Systems

High-lighting the Gulf Oil Corp. exhibit was explanation by the company's representatives of the most efficient method of removing from fuel systems the gum caused by the contact of leaded gasoline in copper and copper alloy tanks and lines for prolonged periods. Experience of Gulf marine representatives with this gum problem has lead to a solution to the problem that makes unnecessary the removal of the tank for cleaning and replacement of lines.

Gulf's Harbor Books were distributed and a complete line of marine fuels and lubricants, including Gulf Marine White Gasoline and Gulfpride Marine Oil, were displayed.

International Paint Offers Color Combinations

International Paint Co. had a useful as well as attractive display. Model boat hulls were painted in various color combinations and mounted on the display. Each hull was different, each color used was one of the 22 International colors. A clever system of color keys enabled the boat owner to specify the exact color for bottom, waterline, topsides, cabin sides, decks and spars and get exactly what he ordered after selecting the color combination from a model hull already painted.

Another service International rendered to both yards and boat owners was on the subject of accessories. In painting, it has been found that the resulting job is not only dependent upon good paints and varnishes properly applied, but also upon good accessory products, properly selected for each specific prepara-

New General Motors Marine Diesel

TANDEM TWIN

340 H.P. in a unit only 37 1/4 inches wide

Here's another great development in GM Diesel multiple engine design for single or twin-screw propulsion.

The Tandem Twin provides a maximum of 340 H. P. or 260 continuous heavy duty SHP in a workboat at 1600 R. P. M. It consists of two Series 71 Diesel "sixes" mounted end to end on a common base and driving a single shaft through individual clutches. As in all GM Diesel multiple units, either engine can be de-clutched and shut down while the other carries on, providing maximum flexibility.

This compact, space-saving power package makes big horsepower available to a wide variety of hulls including twin-screw boats of limited beam. It is available in port or starboard models. Choice of reduction ratios from 1.75:1 to 6:1. Front power take-off available for either engine.

Built with the new GM hydraulically operated reverse gear as an integral part of the unit, the Tandem Twin is easy to install, easy to take care of. Even in narrow beam boats it allows space on either side for ease in cleaning and servicing. All working parts are readily accessible.

Regardless of the size or type of your boat, there's a GM Marine Diesel to fit your application. Choose from "Singles," "Twins" or "Quads"—44 to 800 horsepower. For all the interesting details, call your local GM Diesel dealer or drop us a line.

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES.. Up to 200 H.P. DETROIT 28, MICHIGAN MULTIPLE UNITS.. Up to 800 H.P.

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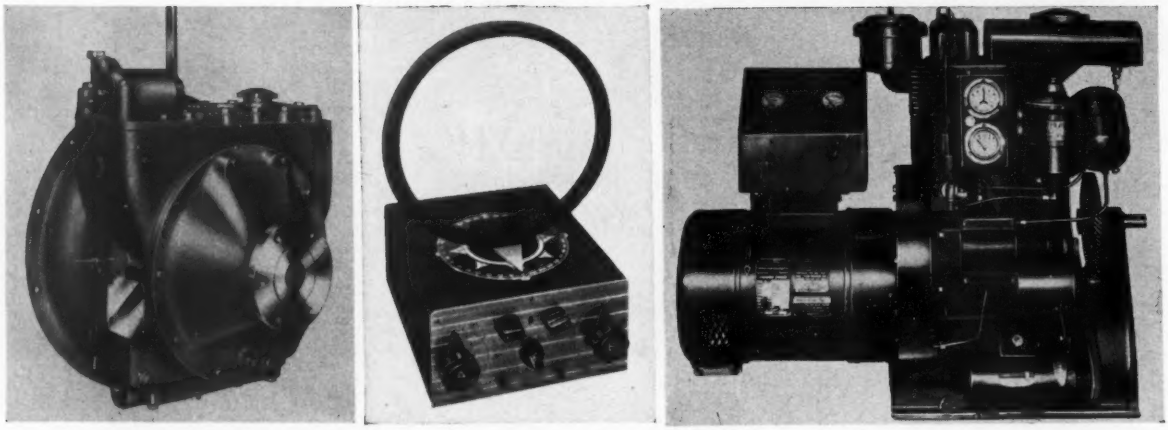
Diesel Marine & Equipment Corp. NEW YORK, N. Y.

Paxton Company NORFOLK, VA.

Johnson & Towers, Inc. PHILADELPHIA, PA.



Left, Snow-Nabstedt 3737 hydraulic reverse gear; center, Kelvin-White Tracker radio direction finder; right, Universal Diesel-electric set

tory operation. To aid in the selection of accessories, International offered a 16-page booklet on the subject. It not only lists the more than 20 products available but tells the properties of each and where and how to use them for the best results.

International also featured their new addition to the Intertox line of wood and canvas preservatives. It is Intertox #300, a fabric preservative that can be safely used on sails. It does not discolor the canvas, does not add appreciable weight nor does it change the characteristic of the canvas in any way except to make it most highly rot and mildew resistant, according to the manufacturer.

New Snow-Nabstedt Gears, Clutch Shown

Snow-Nabstedt Gear Corp. exhibited four new products for the first time. One was the new self-contained hydraulic gear, Model 3737, with a capacity of 75 to 145 hp. It has a finger-tip control lever, is shorter and lighter than the manually operated gears of the same capacity, and is designed for installation on either end of the engine.

Another new product on display was the S-N Model 1041, power take-off clutch, first in a new line of clutches. This unit has been developed to meet the special needs of the marine trade, has a capacity of 65 to 80 hp. and is available with #2 and #3 SAE bell housings. A swing type cover gives easy accessibility to grease fittings and also protects the bearings from dirt and grit. Model 1041 is available with any specific length shaft, diameter and keyway that may be required, as well as with special adapters.

The new Model 3704 reverse gear is the smallest in the line of S-N housed gears. Designed for air or water-cooled engines up to 10 hp., it is fully enclosed and runs in its own oil supply. Adaptable to any small engine, it is available with 2:1 or 3:1 reduction gears. Where warranted, Snow-Nabstedt will supply special adapters.

Another recent addition to the S-N reverse gear line is the Model 3715. This is a cone and disc type reverse gear of 10 to 60 hp. capacity. Fully enclosed, it runs in its own oil and is splash lubricated. The 3715 gear is supplied with adapters for various conversions and is available with 2:1 and 3:1 reduction gears.

Meteor, High Light of Red Wing Display

Feature of the Red Wing Motor Co. exhibit was an 18 hp., four-cylinder Meteor gasoline engine of the type used to power the U. S. Air Force's new 30′ air-sea rescue boats. Shown with this model, were pictures of these two-ton boats being parachuted from B-29 bombers.

Other Red Wing gasoline models displayed were the 20-40 hp. Arrowhead Junior; the 25-45 hp. Arrowhead, both direct drive and with reduction gear; and the six-cylinder Hiawatha Special, rated 58-90 hp. The one Diesel shown was a four-cylinder, 65 hp., compression ignition, solid injection model with a fresh-water cooling system including heat exchanger and expansion tank.

Universal Exhibits New Generating Sets

Stressing 100% marine design and construction, the 1949 line of Universal Motor Co. gasoline engines displayed includes 33 separate models ranging from eight to 110 hp., with direct and reduction drive. There are single series of one-cylinder and two-cylinder engines, five series of four and three series of sixes. Engines of four cylinders and less come with either magneto ignition or electric starter.

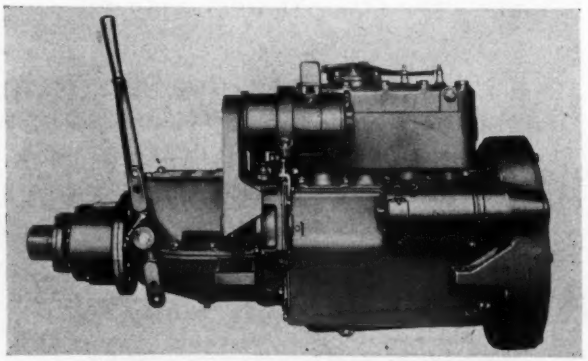
Embodied in all models are: extra large completely water jacketed cylinders, gear driven accessories, built-in reversing gears, built-in hand sump pump, rugged one-piece full-length alloy iron oil pans, completely enclosed flywheel, and chrome nickel alloy iron castings throughout. Power take-off pulleys mounted on the flywheel also are available.

The Utility Four and the Atomic Four are 25 hp. models, the latter featuring small dimensions and lightness while the Utility also is available as a fuel oil-kerosene burning engine. For a somewhat larger high-speed model there is the 40 hp. Flexifour, but the stevedore of the four-cylinder class is the 50 hp. Super-Four. The Blue Jacket Six, Cruiser Six and Sea Lion Six are rated 60, 90 and 110 hp. respectively. Rounding out the Universal line are the one-cylinder, eight horsepower Fisherman and the two-cylinder, 12 hp. Blue Jacket Twin.

A complete new line of self-contained Universal Diesel marine-type generating sets with built-in fresh water cooling includes 1, 2, 3 and 6-cylinder plants ranging from 2 to 35 kw. Exhibited for the first time was a 2 kw. one-cylinder set, requiring less than 12 cu. ft. of space, which is claimed to be the smallest full Diesel marine generating set on the market. Universal gasoline generating sets include 1, 2, 4 and 6-cylinder models from 250 watts to 25 kw. for 6, 12, 32 and 110 volts DC or AC.

Kelvin-White Tracker Radio Direction Finder

The Kelvin-White Co. exhibited for the first time its newly developed radio direction finder, called the Tracker, which



Red Wing 18 hp. Meteor four-cylinder engine.

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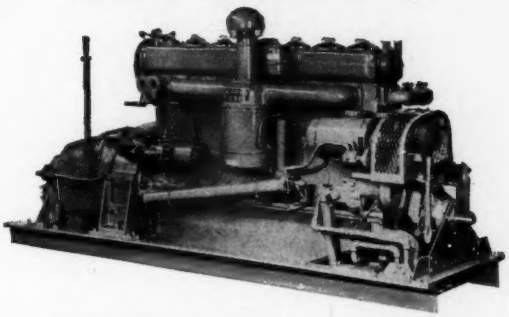

Marine Diesel Engines — 90 to 165 hp.

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Diesel Generating Sets
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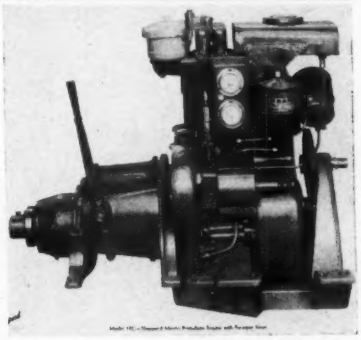

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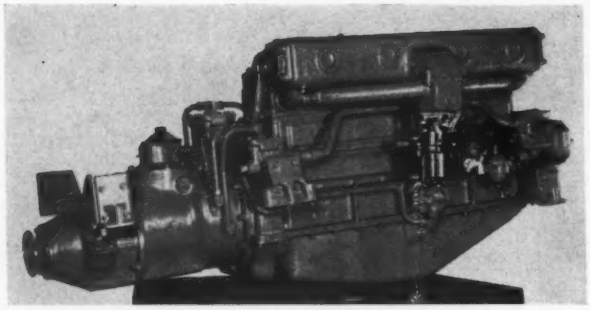


Packard marine Model 1M-356, 150 hp. eight-cylinder engine.

is said to embody in one rugged, compact unit all that present-day electronic science can offer the navigational field.

The set contains two complete superhetrodyne receivers. One, highly-sensitive, for the beacon-band and one for the broadcast band. Both circuits use the same loop, same audio-amplifier stage and the same self-contained batteries giving upwards of 30 hours continuous service—200 hours of intermittent use. To insure accurate bearings from unusually weak beacon-band signals, this circuit includes a beat-frequency oscillator and a tuned r-f stage. Designed for quick servicing, batteries are readily replaced, all tuning adjustments available, all coils slug-tuned for permanence and continuous high-fidelity performance.

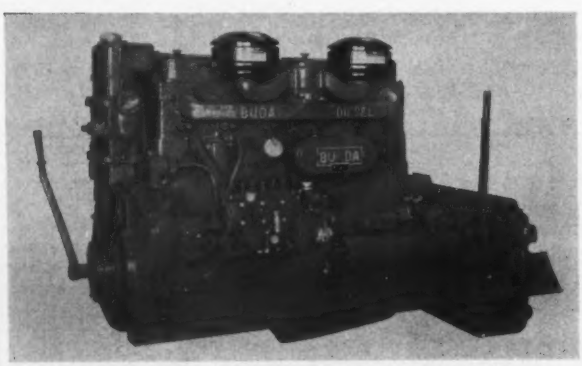
Also shown was the internally gimbaled Constellation spherical compass which made its first appearance at the 1948 show and now is used on many fishing boats. With the gimbal ring inside, lubber lines and card are much more steady, particularly in rough weather, due to reduced agitation of the liquid in the bowl. The Constellation is made in 5″, 6″, 7″ and 8″ sizes for all types of boats, is adaptable to Kelvin-White binnacles or may be flush mounted horizontally, vertically or at any angle with no decrease in performance or visibility.

Socony Stresses Services and Products

The exhibit of Socony-Vacuum Oil Co., Inc., presented many of the services and products the Company makes available to boat owners. One of these services is a recently completed series of 10 Cruising Guides, covering the United States. Printed in full color, they give locations of inland and coastal cities, lighthouses, Coast Guard stations, buoys and distances between harbors. Among the products shown were Shipmate marine fenders and gunwale guards, marine fuels and lubricants, and the marine crankcase draining unit.

Talking Fish Discusses Federal Propellers

Federal Propellers had an interesting display demonstrating clearly the engineering principles underlying the design of the Equi-Poise propeller which comes in a full range of sizes. The merits of the propellers were discussed by a novel talking fish while a device showed the construction that makes possible their efficiency.



Buda 104 hp., 6-DCMR-844, heavy-duty Diesel.

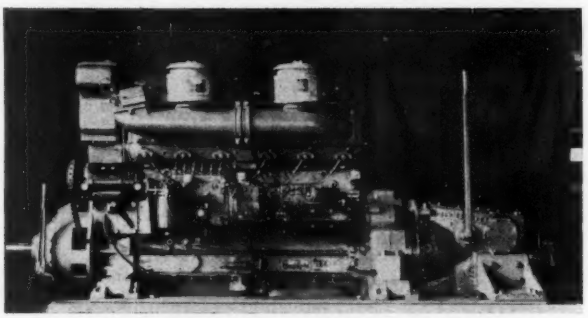
Packard Features New Reduction Gear

A new 3.55:1 reduction gear now makes the Packard marine engines available to heavy-duty work boats. The new gear is being offered as optional equipment on the Packard marine Model 1M-356, 150 hp. Eight and the 100 hp. Model 1M-245 Six, both of which were featured at the Show. In addition to the new gear, these engines may be had with straight drive or 1.45:1, 2.04:1, 2.52:1 reductions.

The Eight, with piston displacement of 356 cu. in., was mounted complete with steering wheel, instrument panel and propeller to show a typical installation, while the Six, with a 245 cu. in. displacement, was on a turntable. By means of polarized light and a cut-away section of a Packard reverse gear, the smooth action of shifting from forward to reverse and back again was demonstrated in a visual way.

Lathrop Shows Latest Diesel

Displaying its line of heavy-duty gasoline and Diesel engines, Lathrop Engine Co. entered its 53rd year of producing marine power plants. On exhibit was the 120 hp. Mystic Model (125) six-cylinder, four-cycle gasoline engine with easy access to all working parts; a four-cylinder 38 hp. LH-4 gasoline plant with 2:1 reduction gear; a six-cylinder gasoline unit, the 132 hp.



Lathrop DH-200, six-cylinder, 187 hp. Diesel.

LH-Super; and two Lathrop Diesels, the 50 hp., four-cylinder, four-cycle D50 and the new DH-200.

The DH-200, a six-cylinder, four-cycle Diesel produces 187 hp. based on a continuous duty rating of 1600 rpm. It has 5¾″ bore, 6″ stroke, 935 cu. in. displacement, and is available in direct drive or with reduction gears of 1½, 2, 2½ and 3:1 ratios, all of which are interchangeable in the same housing. Regular equipment includes electric starting motor, 24 or 32-volt generator, Bosch fuel injection system, instrument panel with connections, double lubrication filters, double fuel oil filters, heat exchanger, raw water pump and engine circulating pump.

Columbian Bronze Presents Magicam Control

Columbian Bronze Corp. displayed marine propellers, engine controls and a diversified line of accessories with emphasis on propellers. The Columbian electric capstan, which was introduced last year, also was presented.

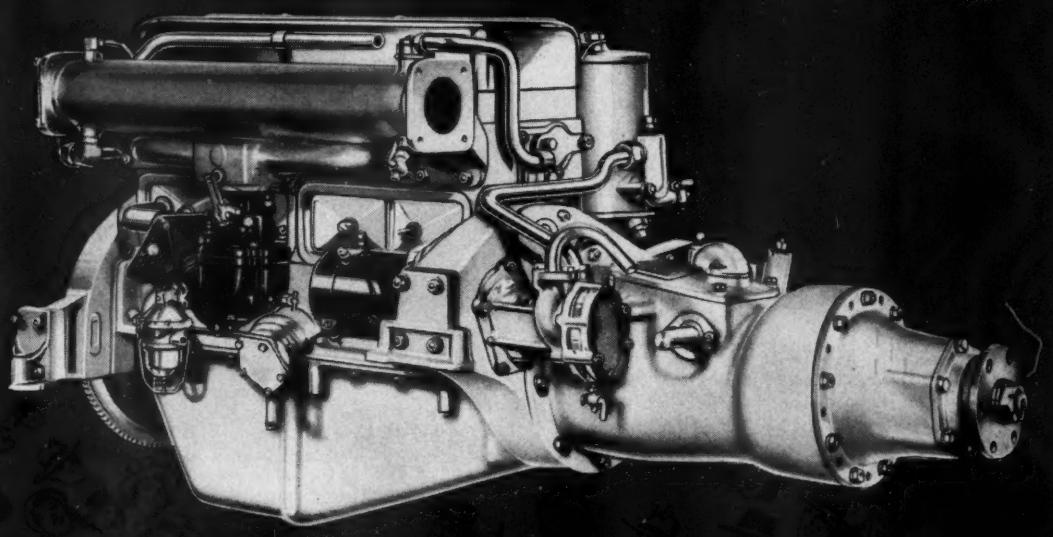
Feature of the exhibit was a new development, the Columbian Magicam control, shown in actual operation. Magicam is a combined mechanical clutch and throttle control for gasoline or Diesel engines having hydraulically operated clutches. Control of both clutch and throttle is had from a single lever, thus preventing operation of the reverse gear at other than idle engine speed. Provision is made for operating the throttle only, in starting and warming up the engine.

Buda Displays Two New Diesel Engines

The Buda Company featured two all new Diesel marine engines in a display of seven models ranging from 15 to 400 hp. The newest and largest 1948 development shown was the 8-DCSMR-2505, supercharged marine heavy-duty 8-cylinder Diesel for fishing boats. This engine has a 6¾″ bore and 8¾″ stroke, develops over 400 hp., and is equipped with 2:1 reduction gear with power take-off mounted on the rear.

The other unit shown for the first time was the 1-BDMG-38, 3 kw., 32-volt, one-cylinder Diesel-electric marine generator set. It is complete with controls and mounted entirely on its own

SEE Chrysler MARINE ENGINES AT THE MOTOR BOAT SHOWS!



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base. The engine is one of the new high-speed, compact, low-weight BD series.

The rest of the exhibit included: the 30 hp., 4-BDMR-153 Diesel; 45 hp., 6-DTMR-317 Diesel; 104 hp., 6-DCMR-844, heavy-duty Diesel; 171 hp., 6-DCMR-1879, heavy-duty Diesel; and the BDM-6 "D", 6 kw., 125-volt, marine Diesel-electric generator set.

Jefferson-Travis Offers New Telephones

Two new radiotelephone models publically displayed for the first time were included in the Jefferson-Travis Inc. exhibit.

The new, powerful Model 751 radiotelephone is said to provide a 75-watt output with a lower standby power drain than less powerful sets. Meter and light indicators provide for absolute checks during operation. With five crystal-controlled channels, the set features an automatic noise limiter and squelch control circuit, simplified operating controls and compactness, the entire unit measuring only 21" x 15¼" x 11½".

The other new radiotelephone shown was Model 200, a five-channel, 20-watt set designed for operation from 12-volt electrical systems. Chromed brass surfaces provide an attractive finish and the unit may be shelf-mounted on rubber shock-mounts.

Gershel Remote Control

The Gershel Remote Control was featured in a display of Arthur Gershel products which includes Lincoln, Ford and Jeep conversions, conversion kits, and reverse and reduction gears.

The remote control operates on power supplied by the vacuum from the engine's intake manifold and translated into the means of operating reverse gear levers by the touch of a finger tip at the control pedestal. The mechanism is simple, in that only a bracket-mounted vacuum cylinder is required at the clutch lever of the engine, a pedestal control at the helmsman's position, and suitable hose to connect these units and the manifold.

New Kermath Features

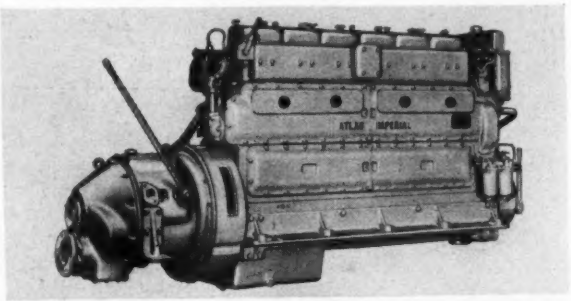
Amplifying its range in smallest sizes, Kermath announced the 10 hp., reversing Model 2-34, a two-cylinder version of its single-cylinder water-cooled unit introduced last year. Changes have been made in the single-cylinder engine to adapt it to generators, pumps, and other applications. The engine has been redesigned completely, and now is known as Model 1-18.

At the other end of the line, Kermath has incorporated a combination reverse-reduction gear, hydraulically actuated, in the Diesel Model 6-895. This 170 hp. unit has an integral fresh-water cooling system, twin electric starting motors, and various options of reduction gears to 4:1 ratio.

Considerable research and development work has been done on the balance of the line: Electrical systems have been changed on most of the models, and the manifolding has been improved. Research in new finishes to protect engines from corrosion by exposure has resulted in marked improvement in eye-appeal, as well. The Kermath line at present incorporates 1, 2, 4, 6 and 12-cylinder units, ranging from 5 to 580 hp. in gasoline engines, and 2, 4, and 6-cylinder units, ranging from 27 to 200 hp. in Diesels.

Atlas Shows Its First Gasoline Engine

Atlas Imperial Diesel Engine Co. introduced a Skipper marine gasoline engine. This is a four-cylinder, four-cycle unit with a piston displacement of 133 cu. in. and a top rating of 55 hp. at 3200 rpm. This unit is of enbloc construction with integral crankcase and detachable cylinder head. The ignition system is of the distributor type with automatic spark advance. Engines are furnished for straight drive or with reduction gear in 2:1 or 3:1 ratios.



Atlas 6EM253, 135 hp. Diesel with reverse and reduction gear.

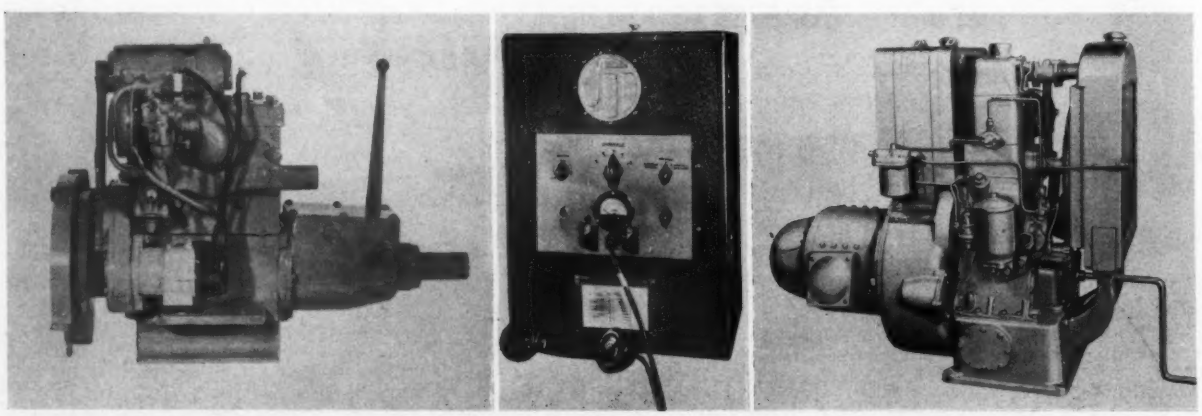
Atlas, with a line ranging up to 1000 hp., also displayed a Model 6EM253 heavy-duty, medium-speed marine Diesel. This is a six-cylinder, four-cycle unit with a piston displacement of 253 cu. in. per cylinder and rated to develop 135 hp. at 900 rpm. With built-in reverse and reduction gear unit, the engine is equipped with heat exchanger, fresh-water cooling system and built-in air compressor. The engine is of enbloc construction with a separate liner in each cylinder. The fuel injection system is American Bosch with individual pumps operated directly from the camshaft.

Nordberg Augments Line with Small Diesel

Nordberg Manufacturing Co. displayed four gasoline engines and two Diesel models including a new 10-15 hp., one-cylinder, four-cycle, mechanical injection engine. Designed for marine auxiliary service, and augmenting the Company's line of Diesels ranging from 175 to 8750 hp., this new 4FS-1 may have a clutch for direct connection, belt, chain or gear drive or may have a stub shaft. It is built for close coupling with generators in ratings of 6, 7½ and 9 kw., or with centrifugal pumps of 200 to 1200 gpm. A self-contained unit, the engine has a 10-gal. fuel tank and all accessories included as standard equipment with the exception of exhaust pipe and muffler.

The other marine Diesel shown was a heavy-duty, four-cycle FMD-9, built in 6, 7 and 8-cylinder supercharged and non-supercharged models rated 220 to 640 hp. A direct-reversing, mechanical injection power plant with either port or starboard arrangements, this engine also may be had with reduction gears and sailing clutch for use with a front power take-off.

Nordberg gasoline engines are offered in three basic, six-cylinder models with seven main bearings and cast enbloc, in-



Left, Kermath 10 hp. Model 2-34; center, Jefferson-Travis Model 751 radiotelephone; right, Nordberg generating set with 4FS-1 Diesel.

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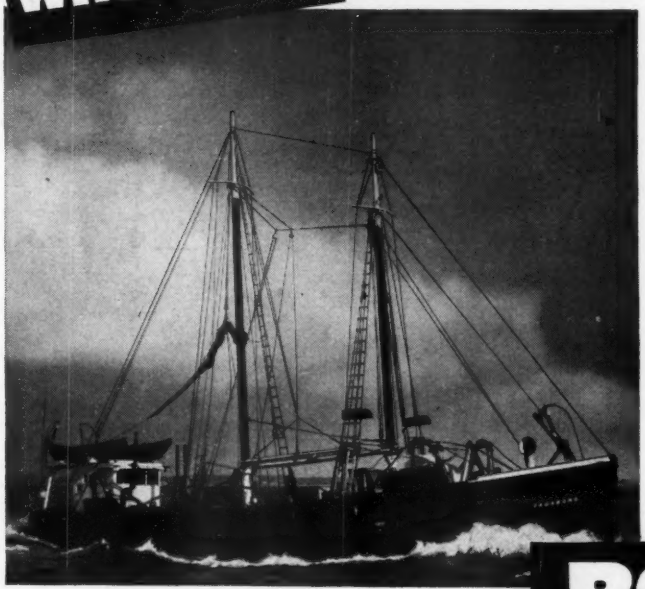

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tegral with crankcase. Rated at 54 to 135 hp., these engines are available for either direction of rotation with direct drive or reduction ratios of 1.88, 2.44, 3.32 and 4.12:1. They are recommended for fishing boats up to 50′ in length.

New Caterpillar Diesels

Caterpillar Tractor Co. displayed five of its 10 models of Diesel marine engines. Two of the five, the D397 and the D364, were shown for the first time and comprise two of the four engines notably new in the manufacturer's line of marine engines.

The 12-cylinder, V-type D397 has a continuous output of 400 hp. and it is equipped with a Roots, gear-driven blower. The engine on display was equipped with a Falk air-operated reversing gear and clutch. The all new V-type, 8-cylinder D364 has a continuous output of 220 hp. and will be equipped with a Snow-Nabstedt clutch and reduction gear unit.

The other two new Caterpillar marine Diesel engines are the D386 and the D375. The former is a V-type, 12-cylinder Diesel with a continuous output of 320 hp. The 375 is another V-type engine equipped with a Roots, gear-driven blower and has a continuous output of 275 hp.

Also shown were the 150 hp. D13000 Diesel equipped with a Twin-Disc clutch and reduction gear unit, and the 48 hp. D311, a four-cylinder Diesel equipped with a Twin-Disc clutch and reversing gear.

The D315 marine Diesel-electric set exhibited is a four-cylinder, valve-in-head engine with a full-load governed speed of 1200 rpm. The 3-phase, 60-cycle generator is rated at 27 kw. for continuous output.

Esso Marine Displays Complete Line

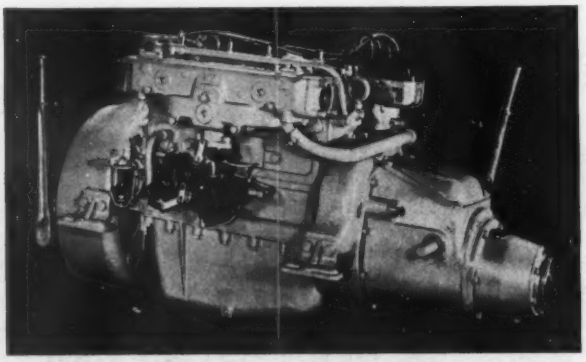
For the first time in Boat Show history, Esso Marine had a complete display of the products its dealers sell, including batteries and accessories. High spot at the Esso booth was the Souss Trophy Race, an audience participation program in which visitors rolled skee-ball games to determine the winner of each race, for which official Souss Navy glasses were the prize.

Graymarine Gasoline and Diesel Engines

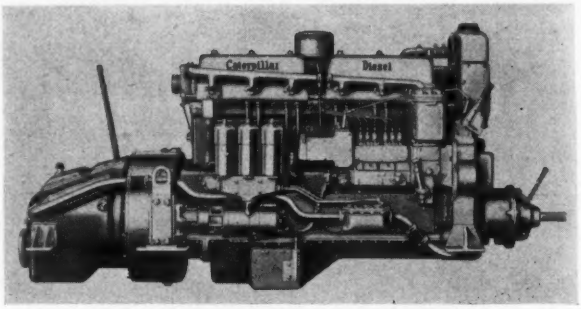
Twenty-one, of the 26 Graymarine models, divided into five distinct groups of engines, were shown. Of the gasoline engines on display, those of interest to fishermen included: the Lugger Series, six relatively slow turning engines for working speeds up to 2400 rpm.; and the Express Series, seven medium-range models for speeds to 3200 rpm. Both styles come equipped with Thermogard, Gray's automatic temperature control device. Power ranges from 16 to 150 hp. Largest gasoline engine on display was the Super Six-427 which delivers 175 hp.

Gray four-cycle Diesel engines include two four-cylinder and one six-cylinder models with piston displacements of 157, 260 and 572 cu. in. and continuous service ratings of 30, 50 and 140 hp., respectively. They are of the solid injection, valves-in-head type, utilizing Bosch injection pump and Gray's exclusive Cushioned Power combustion chamber. All have fresh-water cooling system as standard equipment, with choice of inboard or outboard heat exchanger.

Complete equipment is available on all heavy-duty engines, including Twin Disc power take-off, oversize 20-ampere constant-voltage generator, 12-volt starting and lighting circuit to replace standard 6-volt, extra generator 6-volt or 12-volt, magneto ignition, and radio shielding for installations with radiotelephone. Reduction gears are stocked in ratios of 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1 and 5:1.



A Gray 162 cu. in. engine with magneto ignition and Twin Disc power take-off for use in tenders on menhaden vessels.



The Caterpillar 150 hp. D13000 Diesel.

Pettit Paint Co. Introduces New Colors

Pettit Paint Co. introduced four new colors in its Shipendec line—bright red, oyster white, brown and mahogany; a new anticorrosive, antifouling paint especially designed for the protection of steel hulls and bottoms; a new clearwood sealer called Cuprocure Clear; and a new improved formula of yacht gloss white enamel under its famous Old Salem brand name. This is an entirely new paint formula, the result of over 100 laboratory and field tests in three extreme climates. The manufacturer believes it offers the ultimate in durability, whiteness, gloss, hiding and brushability.

For the boat owner who likes to do his own painting, Pettit has produced a new, attractive, free booklet full of helpful hints and advice on how to prepare a surface and apply paint. A color motion picture at the Pettit booth illustrated many of the points described in the booklet.

Maxim Exhibits Silencers, Stove, Anchors

Maxim Silencer Co. exhibited its all wet type marine exhaust silencers, including the standard Models M3 and M4 designed for use with engines installed above the water, and the TR unit for silencing power plants below the water line. The Maxim display also included its new Blue Top Monel galley stove, weighing only 110 lbs., and four sizes of the new light-weight, non-fouling CQR plow anchors, ranging from 7 to 50 lbs. in weight suitable for boats from 15′ to 100′ in length.

Sperry Products Hydraulic Remote Controls

The display of Sperry Products, Inc., stressed the advantages of accuracy and ease of installation of its single-line hydraulic remote controls for marine use.

A Packard marine engine and a General Motors marine Diesel, for both of which Sperry furnishes control-mounting kits, were displayed with working hydraulic controls for both throttle and clutch operation. Type H controls, having a rated capacity of 50 in. lbs. on the pressure stroke and 15 in. lbs. on the return stroke, were used with the Packard engine. Type F controls, rated at 400 in. lbs. and 150 in. lbs. respectively, were used with the General Motors Diesel. Intermediate transmitters and accessories also were shown.

Onan Shows New Diesel-Electric Plants

A new 10.000-watt Diesel-electric plant, Model MYQ, was featured by D. W. Onan & Sons, Inc. as a preview of its 1949 line. Compact, completely equipped and designed specifically to give sustained, heavy-duty service under continuous operating conditions, these electric plants are powered by Buda Diesel engines. Safety devices for both engine and generator are included and a remote electric starter is standard for all models. Heat exchangers and other accessories are also available.

Alternating current models range from 10,000 to 35,000 watts in 115/230 volts; other standard voltages can be supplied. Direct current models are available in 115 or 230 volts, 10,000 and 15 000 watts.

The new Onan, one-cylinder, four-cycle, DSP air-cooled Diesel engine is the prime mover for the Model 205DSP, 2500-

Here's the best mooring spot in *New York!*

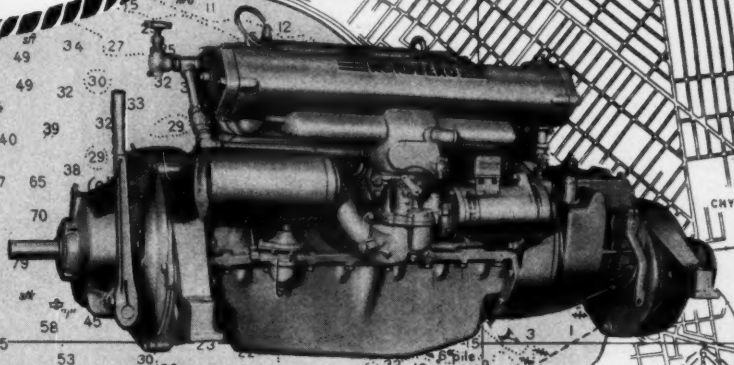
"BERTH K" MOTOR BOAT SHOW GRAND CENTRAL PALACE

... from JAN. 7th to 15th

... where you can see the well-known

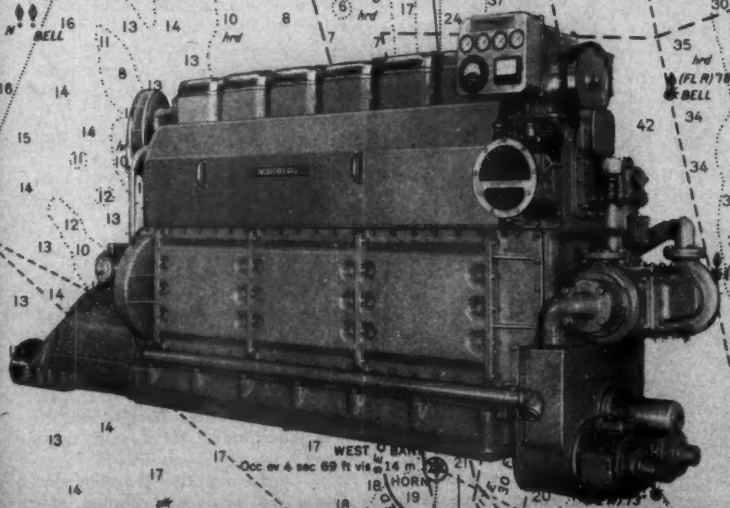
NORDBERG

Marine Engines!



See THE NORDBERG GASOLINE MARINE ENGINES . . . Three 6 cylinder models, all designed and built from stem to stern as full marine engines—with 7 main bearings, water jet cooled exhaust valve seats, sealed, safe and separate gear drives for generator, distributor and water pump . . . and many other features. Available with standard front power take-off as shown, also with auxiliary pulley drive at right side. Furnished for direct drive or with Nordberg designed and built reverse and reduction gears in ratios of 1.12, 3.32, 2.44 and 3.38 to 1. Power range 62 to 135 H.P. SEND FOR BULLETIN 1438.

See ONE OF THE NORDBERG 4-CYCLE MARINE DIESEL ENGINES . . . for fishing vessels, tugs, towboats, work boats and larger yachts, available in 9⅝" x 11½", 13" x 16½" and 16" x 22" sizes, ranging from 220 to 1350 H.P., supercharged and non-supercharged, for direct or reduction gear drive. These rugged, compact Diesels pack plenty of dependable, low-cost power for the toughest marine service. Backed by over 50 years of specialized engine building experience. SEND FOR BULLETIN 1041.



NORDBERG—world-famous manufacturers of outstanding marine engines, invites the boating fraternity to inspect the Nordberg Gasoline and Diesel Marine Engines to be displayed at the 1949 Motor Boat Show. Here is an opportunity to see for yourself why more and more owners and operators are switching to Nordberg power for main propulsion and auxiliary service. If you will be unable to attend the Boat Show, write for bulletins listed above.

NORDBERG MFG. CO.
MILWAUKEE 7, WIS.

BUCYRUS-ERIE
A DIVISION OF NORDBERG

NORDBERG

DIESEL and GASOLINE ENGINES

NORDBERG MACHINERY

THE OTHER HALF

The publisher tells us this magazine will be distributed at The Motor Boat Show in New York.

Good. Not that many yachtsmen are in the market for a Wolverine Diesel; quite the contrary. Our engines are dull, steady old workhorses and haven't the flash those sporty yachting fellers can pay for.

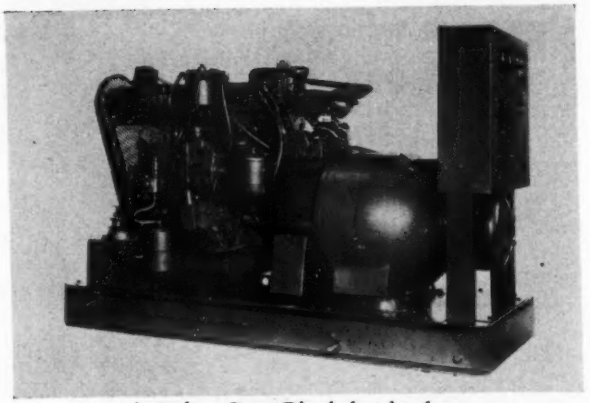
No — we don't expect to sell any Wolverines through the Motor Boat Show. But we *did* figure some yachtsmen might be interested in how the *other* half of the marine world powers its boats. Commercial fishermen — the men to whom we owe our codfish cakes and lobster à la Newburgh — have to watch their engines pretty closely. An hour out for repairs, a dollar for a spare part, can mean the difference between black and red on the books.

For many years many of the most profitable workboats and fishing boats the world over have been powered with Wolverines. And their owners are quick to give credit to the power plants for a big share of the economies that made it possible.

It's just because our engines *are* sort of uninteresting plodders that they can do a real job year after year at rock-bottom cost. Slow speeds, low operating temperatures and pressures, ample volume of cooling water — these mean a long useful life with a minimum of maintenance and fuel.

If you are a fisherman who has to show a profit, drop us a line about your problem. Maybe we can help you.

WOLVERINE
MOTOR WORKS, Inc.
Johnson's Creek • Bridgeport 2 • Conn.



A 10 kw. Onan Diesel-electric plant.

watt Diesel-electric plant also shown. The plant has an Onan inherently regulated generator and all engine and generator controls are conveniently located on the steel base.

Onan air-cooled DSP Diesel-electric plants are available in alternating-current models of 2500 watt capacities, 60-cycle, and voltages of 115 or 230, single-phase, or 115/230 volt, single-phase, three-wire, or 230-volt, three-phase, three-wire. A 32-volt battery charger also is offered.

Smaller gasoline engine-driven plants were displayed in conjunction with the new Diesel plants.

Sudbury Shows Aqua Clear in Action

Sudbury Laboratory featured an activated display demonstrating the action of Aqua Clear in preventing the formation of rust in fresh-water systems. Treated water, cascading down over a black iron fountain, graphically illustrated that rust would not form in the presence of Aqua Clear as it would in a similar fountain from which untreated water flowed.

Mildew Stop, a preparation compounded to protect materials from the ravages of mildew fungus, was demonstrated to show its waterproofing qualities and the fact that it does not alter the color of treated fabrics. Sudbury also exhibited Tank Saver, a product marketed as a rust preventative for fuel oil tanks.

Bromfield Features Auxiliary Sets

The exhibit of Bromfield Manufacturing Co., Inc., consisted of a General Motors Diesel-powered auxiliary set, representing a range of 10-100 kw., and a Hallett Diesel unit, typical of the 3-10 kw. models.

In 25 models of 3-100 kw. generator capacity, Bromfield has produced what is claimed to be the most compact unit on the market. These custom built units combine a generator, air compressor, and the fire and bilge pump but may be modified to suit individual requirements.

In addition to the auxiliary sets, Bromfield also showed its fishing and steering gear, including electric and gasoline fish hoists, bollards, and hanging blocks.

RCA Combination Telephone, Broadcast Receiver

Featured in the 1949 line of RCA marine equipment are a new combination entertainment broadcast receiver and two-way marine radiotelephone, and a new radio direction finder that operates on beacon, broadcast or marine bands.

Designed especially for use aboard small craft where space is at a premium, the new compact radiotelephone, Model ET-8044, combines a four-channel telephone and a superheterodyne receiver. Equipped with a built-in loudspeaker and a small, light, hand-held microphone, it operates on 6 or 12-volt DC.

Another new RCA product is the Model AR-8711 combination radio direction finder and radio broadcast receiver, designed for table or shelf mounting, with either inside or outside loop.

The Radiomarine exhibit also included a compact, dual-vibrator, four-channel, two-way radiotelephone with small remote control unit; a slightly larger 30-watt, six-channel radiotelephone; a 75-watt, 10-channel model for offshore duty; and a 3.2-centimeter radar for large boats.

Palmer Presents Gasoline and Diesel Line

Palmer Bros. Engine Corp. displayed the original one-cylinder engine on which the make-and-break spark was developed. This invention of Ray Palmer in 1894 gave the gasoline engine the dependability to make it practical for marine use. In contrast to this old-timer were the modern PH four and six-cylinder Palmer engines in a wide range of horsepowers.

Also shown was the Palmer line of RND Diesel engines. These Diesels are greatly improved over the old line that was introduced in 1939. The fuel pumps are now mounted along the cam shaft instead of being driven by the rear cross-shaft. Practically all complications such as external piping, etc., have been eliminated. The one-cylinder model has a new type of flywheel housing, radiator and Twin Disc clutch.

Typical installation of twin Palmer PH 120 hp. engines.

Pilot Marine Displays Bendix Depth Recorders

Pilot Marine Corp., in conjunction with Bendix Aviation Corp., for which it is exclusive mid-Atlantic distributor, displayed a new and complete line of Bendix Supersonic Depth Recorders.

The focal point of the exhibit was a Depth Recorder in actual operation. Although only released to the commercial market since the end of the second World War, it is claimed that many hundreds of applications can be referred to in the national as well as the international commercial fishing fleets.

The newest addition, the Bendix Bantam Depth Recorder, has a range of 100 fathoms and has already been installed on several commercial fishing boats.

Flagship Diesel Has Initial Showing

The new Flagship light six Diesel made its initial appearance at the Boat Show. It is built in a 70 hp. Fisherman model and a 95 hp. Cruiser model. With 249 cu. in. displacement, the four-cycle, six-cylinder Flagship Diesel is comparable in size to gasoline engines of the same cubic displacement.

The Diesel is fresh-water cooled with a cross-flow heat exchanger and, for maximum efficiency, the temperature is controlled by thermostat. The heat exchanger, oil cooler, and expansion tank are built as an integral part of the engine.

Flagship also displayed publicly for the first time the new Flagship 100, a six-in-line gasoline marine engine with 226 cu. in. displacement and mounting on 22½" centers.

Reiner Generating Sets and Auxiliary Units

John Reiner & Co. had a display of generating sets and auxiliary units. The Model MDGI-5Y Diesel marine generating set is rated 5 kw. DC at 1200 rpm. It consists of a Hercules Model DIXD, two-cylinder, four-cycle, full Diesel engine direct-connected by a flexible coupling. Accessory equipment such as vibration dampers, starting batteries, exhaust silencer, flexible exhaust, fuel and water hose are optional.

The Model AH-15B Reiner Diesel marine auxiliary unit has the same type of engine equipped with fresh-water cooling system, direct-connected to a 7½ kw., two-stage, air-cooled, 20 cu. ft. displacement, 250-300 lbs. compressor and a bilge, general service and fire pump of 100 gpm. at 60 or 125 lbs. pressure. The compressor and pump assembly are V-belt-driven and individually clutch-connected.

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The tough jobs . . . jobs which require plenty of extras from rope . . . extra strength, extra quality, extra long-life . . . require extra special rope . . . New Bedford rope.

New Bedford's extra quality comes from carefully selecting pure manila fibers — its extra strength from rigid scientific control as fibers are processed — its extra long-life from special treatments which protect it against weather and corrosives.

Use New Bedford wherever strong, dependable rope is needed. You'll agree, "There's none better."

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NEW BEDFORD
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Great Lakes Herring Run One of Best in History

One of the heaviest herring runs in the history of fishing on Lake Superior's south shore came to a close the week-end of December 11, after three weeks in which millions of the fish crowded the bottom of the Lake to spawn. Generally good weather throughout the season contributed to a record catch, estimated at about 5,000,000 lbs. Processing and packing facilities at Cornucopia and Bayfield, Wis. were so glutted with the mammoth harvest that the number of nets used was reduced in order to cut down the catch.

The total landings for the season at Cornucopia were about 725 tons, according to H. J. Ehlers, who handles the marketing of all the herring caught there. Two boats operating out of Port Wing, Wis. produced approximately 125 tons, for a total take of 850 tons by vessels of the two ports. The catch at these two ports last year totalled only 600 tons. The largest lift this season was made on December 1, when 76 tons of herring were brought in by 15 boats operating out of Cornucopia and the two Port Wing boats.

At Bayfield, the herring run was an even bigger industry, with fishing plants there handling the catch of about 45 boats. The largest operator in the herring industry at Bayfield is Booth Fisheries, of which J. A. Walstad is the local manager. The firm bought the catch of 19 boats this season, including four based among the Apostle Islands. The largest one-day catch was about 70 tons, and the total for the season ran considerably over 1,000,000 lbs. The six or seven boats which have been fishing for herring out of Saxon Harbor, Wis. have brought in hauls of five to six tons per boat.

The herring run in the Green Bay region of Lake Michigan was heavy, and commercial fishermen in the area made record landings. Catches were 4,000 lbs. and over during the three weeks when the fish were running.

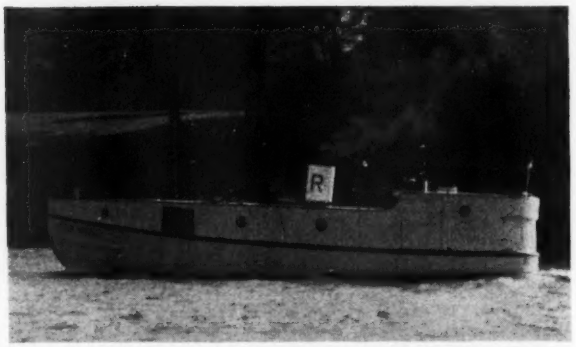
Herring netters in other ports adjacent to the Green Bay region also made good catches. Manistique, and St. Ignace, Mich. commercial fishermen did well, as did Sturgeon Bay, Wis. netters. Veteran commercial fishermen believe the run was one of the heaviest the Green Bay area has had in 17 years, with Marinette, Wis. netters probably making the biggest catches.

Shad Appearing in Lake Huron

Shad, which have been absent from Lake Huron waters for 15 years, recently have been appearing in commercial fishermen's nets in large numbers. They are so abundant that fishermen of Lexington, Mich. and other nearby ports on the Lake have taken more than 3,000 lbs. of them in a single lift.

Fred Westerman, chief of the Michigan Conservation Department's Fish Division, has expressed the opinion that the fish probably are gizzard shad. The gizzard shad ordinarily is only a little larger than a smelt, but has been known to reach lengths up to 17". The Michigan Conservation Department is investigating the possibility of utilizing the fish to feed hatchery trout.

The 40′ tug "Gary" owned and skippered by Capt. Wm. Yauger, Jr., Two Rivers, Wisc., and powered by a 45 hp. Diesel.



The 47′ all steel tug "Ritter Bros." owned by Ritter Bros., Michigan City, Ind. Skippered by Capt. Charles Ritter, and crewed by his brothers—William, Fred, Robert and Joseph, she uses a 70 hp. Diesel, Kelvin-White compass and Linen Thread Gold Medal nets.

Superior Trout Catches Good

Just after the season reopened early this Fall, commercial fishermen operating out of Ontonagon, Copper Harbor, Eagle Harbor, Mich. and adjoining fishing ports on Lake Superior made some catches of lake trout which ran up to 1,000 lbs. The best hauls were made in about 80′ of water during December.

The inshore fish, however, did not run large. Most of them weighed 3 to 10 lbs., with a few of the larger ones scaling from 11 to 26 lbs. The demand is much greater than the supply, and the fish are bringing high prices.

Dunkirk Fishing Suspended

Due largely to unfavorable weather conditions, Dunkirk, N. Y. commercial fishing boat owners have suspended operations until early next year. The *Gloria Mae,* steel tug owned by Stanley Kulpa, and the *Henry N.,* owned by Henry Newton, Irving, plan to berth at Vermilion, O. for the rest of the Winter. The boats will fish out of that port during the early period of the 1949 season, and will return to Dunkirk when conditions permit.

"La Blanc" Runs Aground

The steel fishing tug *La Blanc,* owned by George La Blanc of Charlevoix, Mich., ran aground off the southern end of Beaver Island in northern Lake Michigan on December 5. The craft had become disabled earlier and was anchored off a reef, but the wind's force snapped the anchor chain. The owner and two other men that were aboard the vessel were rescued by a Coast Guardsman who rowed across 3,000 yards of rough water in a small skiff to reach them.

New Patrol Boats

Two new 42′ steel patrol boats have been placed in service by the Michigan Conservation Department for inspecting commercial fishermen's nets. The new craft, to be joined by a sister ship next Spring, are equipped to handle both gill and trap nets, and have accommodations for a two-man crew.

Lake Erie Closed Season

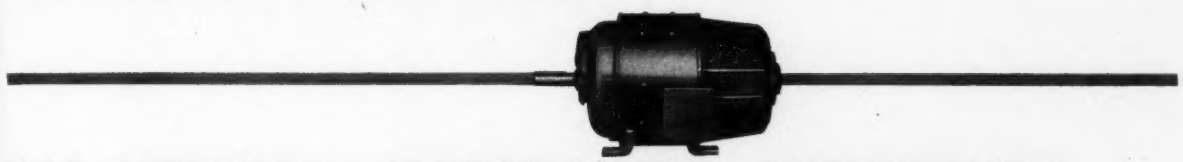
Charles A. French, Pennsylvania Commissioner of Fisheries, has advised Canadian interests that fishing will not be allowed on Pennsylvania Lake Erie grounds during the local closed season. A State tug is patrolling the area, and will seize any nets or other equipment in operation. The matter was brought to a head when it was learned that the Canadian season had been extended past the scheduled December 20 closing date.

Kinney Opens Cleveland Branch

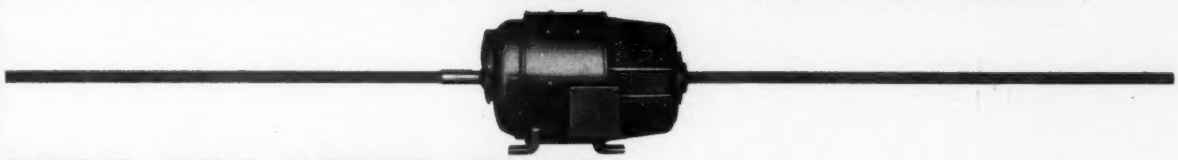
Kinney Manufacturing Co., Boston, manufacturer of pumps and clutches, has opened a branch office at 202 Plymouth Bldg., 2036 E. 22nd St., Cleveland 15, Ohio. To be under the management of William B. Mills, formerly of the Boston and Chicago offices, the new branch will cover Ohio, northwestern Pennsylvania and western New York.

MORE TRAWLERS AND DRAGGERS

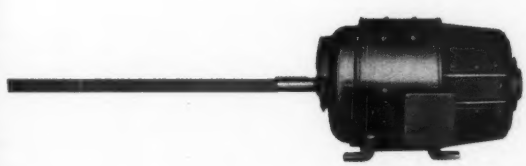
IN THE ATLANTIC FLEET

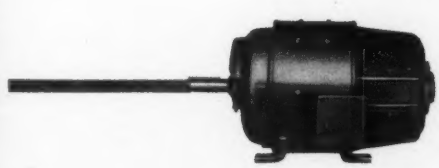


USE IMPERIAL MOTORS AND GENERATORS



THAN ANY OTHER MAKE





Fifty-nine years of specialized experience is behind every Imperial Marine Motor and Generator produced. Their increasing use on all types of fishing craft is convincing assurance that they are engineered to give equally satisfactory service on your vessels.

Specify Imperial Marine Motors and Generators for original equipment and replacement, or write us about your needs.

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"Can't do business without my FATHOMETER* Jr."

says Capt. W. H. Donnell of York Harbor, Maine

"After using the Fathometer on my boat the 'SCIP-JAC' for over a year, I couldn't do business without it."

High liners in every fleet prove over and over again that Fathometer helps them stay on top by getting them to the fishing grounds faster . . . locating the fish . . . and getting back to port with the pay load regardless of the weather. By reporting the water's depth beneath the keel, it warns of shoals, reefs and other water covered obstacles. It prevents possible damage to ships and fishing gear. Improve your catches and increase your profits with a Fathometer.

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Here's a radiotelephone specifically designed to give the navigator superior operation. Small and compact, it is easily installed on any type of vessel. All components are specially selected or protected to withstand salt spray, salt atmosphere and the abuse that is normal in marine service. It enables you to talk to other ships, coast guard, office or home. Provide your ship with the extra safety and convenience of Submarine Signal Radiotelephone.

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Florida Sponge Conservation Program Suggested

The Department of Commerce states that there is a need for a Federal sponge inspector and a biological laboratory at Tarpon Springs, Fla. Recommendations for both were contained in a communication received by Senator Holland from A. H. Stuart of the Department's General Products Branch, Commodities Division. The laboratory would carry out the conservation program outlined by the Fish & Wildlife Service, and would function as a fishery management when domestic sponge production returned to normal.

According to the Service, information on the following is needed for the effective conservation of sponges: exact location and extent of sponge grounds; density of sponge populations by species and age groups; rate of reproduction and growth of sponges on various grounds; effect of diving on sponge populations; biological factors affecting sponge populations; and sponge diseases and their prevention.

The agency official recommended a coordinated conservation program by the Federal Government and the State of Florida in order to place the sponge industry on a sustained yield basis. He said there must be strict enforcement of the minimum-size law and effective control of the fishing rate, and also suggested the possibility of artificial cultivation of natural sponges along the Florida Keys.

While the number of sponges brought in has not been as great as in the past, there continues to be a steady haul by each boat. The stalls at the Sponge Exchange were almost all half filled with sponges of all sizes the end of December when the fleet tied up for its semiannual overhaul.

Cooperative "Red Tide" Research

Plans for cooperative research against the "red tide," a fish plague that ravaged West Coast waters in 1947, were laid December 4 at a meeting in Sarasota of Federal scientists, professors from three Florida universities and a representative of the State Board of Conservation.

Recommend Deeper Channel for Ozona

Federal Engineers recently recommended that the U. S. Government finance a $70,100 deep-water project for the community of Ozona. For a number of years a net fishing industry bringing in more than $150,000 annually has been conducted from that port; however, St. Joseph's Sound, between Ozona and the Intercoastal Waterway, has a depth of only 3′ and commercial fishing has been limited mainly to mullet.

Government specifications for the new channel call for an 80′ wide passage, 6′ deep, from the pier of the Ozona Fish Co. to the Intercoastal Waterway channel, thus providing a direct line to the deep-water fishing in the Gulf. In addition, a 150′ square turning basin for boats would be dredged at the head of the Ozona Fish Co. pier.

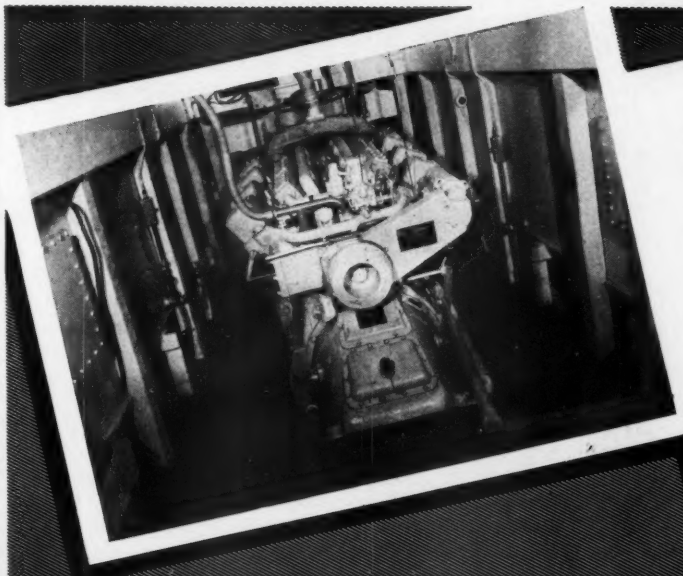
Several Craft Wrecked in Storms

Wreckage of the *Bulwark*, 45′ fishing cruiser owned by Al DeRosa of New York City and operated for the Johns Pass Fish Co., washed ashore December 31 on Bradenton Beach after the craft had been caught in a storm. Reported as missing were Howard Grimshaw, skipper of the boat, and three crew members.

Also victims of stormy weather about the same time were the shrimpers *Red Snapper* and *Southern Queen*, both of which were wrecked at New Smyrna Beach. The crew of the *Red Snapper* waded ashore, and the *Southern Queen's* crew was rescued by a Coast Guard boat. The former craft was owned by George C. Easter of Jacksonville.

Vathis New Conservation Head

George Vathis of Apalachicola, who has been connected with the seafood industry for a number of years, recently was named State Supervisor of Conservation to succeed J. Tom Hurst. The Supervisor is the administrative head of the Board of Conservation, which has the duty of conserving Florida's salt-water fish.



With "Caterpillar" The "Liboria C" Packs a Lot of Power

Captain Manuel DeMello of the 72 ft. "Liboria C", out of New Bedford, can ask no more of a Diesel engine than he gets out of his Vee 8 Caterpillar D17000:

It's COMPACT
ECONOMICAL
RELIABLE
POWERFUL

And there's Plenty of Room Around Her.

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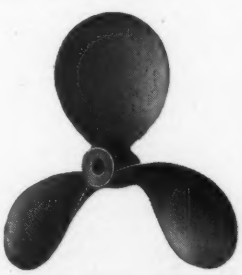
The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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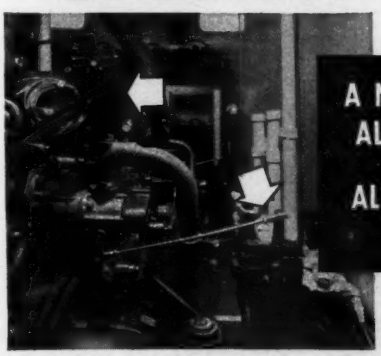

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Actuating units as installed on GM diesel engines.

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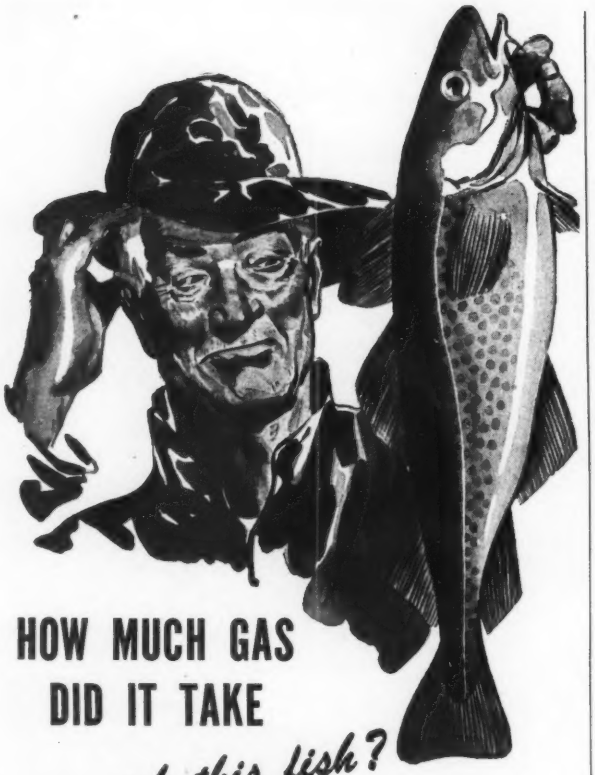
SP-122



HOW MUCH GAS DID IT TAKE *to catch this fish?*

It is a simple matter to figure your gas or oil costs in terms of your catch . . . and it is obvious that if you can reduce your fuel costs, the fish you sell will cost you less and give you a bigger profit.

Here is one way to cut down operating costs. Use an INTERNATIONAL BOTTOM PAINT. It will save fuel for you because these reasonably priced paints afford real protection against the growth of grass and shells. Thus you save on fuel and make much more money.

Fishermen on both coasts use them, not only because of their anti-fouling properties, but also because they wear longer, prevent worm damage and preserve a wood or metal bottom. Send for color card.

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AGENTS IN EVERY IMPORTANT PORT

NEW JERSEY

Bass Netting Ban Not Justified

The Atlantic States Marine Fisheries Commission, in its annual report, expressed the opinion that there is no justification from a conservation point in forbidding the netting of striped bass or in making it a game fish.

Regarding the law passed in New Jersey during 1948, which outlaws striped bass netting but permits the sale of fish taken by hook and line as well as those lawfully imported into the State, the Commission said: "In such legislation there is no factor of conservation but simply social policy."

Two Men Lost from "Ballantrea"

Two men were lost overboard from the 65′ scalloper *Ballantrea* December 16, when the vessel was swept by heavy seas while entering Manasquan Inlet. The craft, skippered by George Olsen of Ocean Grove, was returning from a scalloping trip with an eight-man crew when the mishap occurred.

Fish, Game Council Members

At a recent meeting of the New Jersey Fisheries Association at Brielle, members unanimously adopted a resolution asking the appointment of William Simpson, Jr. of Lavallette and Charles M. Cubbage of Middletown to the new Fish and Game Council, as recently reorganized by the Legislature of New Jersey. The Legislature provided that the Governor should appoint two men to the Council who actually are engaged in the commercial fishing industry, and that these appointments would take effect as of April 15.

Regulation of Fisheries

(Continued from page 15)

ble to regulate one kind of fisherman on a bank and not another kind who is fishing along side him, is also unquestioned.

This Government is calling together, in late January, a conference of these and other nations in the expectation of reaching multilateral agreement establishing a Commission for the Northwest Atlantic.

The aim of these arrangements is without question beneficial to all of mankind in that they seek to increase and protect the amount of food that can be produced from the sea. So long as all nations whose fishermen are involved sign the treaty, all fishermen involved are covered by the regulations.

The difficulty is that these types of agreements stand in danger of being outmoded by technological advances in fishing practice before they can be fully put into force. The mother ship has come into the picture. In this way, European whalers catch and process whales in the Antarctic. Japanese mothership operations have worked in Bristol Bay. English motherships have operated in the Greenland halibut fishery, and so on. Fishermen from any country have the method, when they get the capital and working experience, to operate off the shore of any other country. This is a revolution in fishing technique and it will require a modification in international legislation.

Canada and the United States have built up our Pacific halibut banks so that they are among the richest fishing grounds in the world. If there is nothing under accepted international law that would prevent a third nation from sending a mothership expedition to skim the cream off these halibut banks, what is the use of building up fisheries resources?

Presidential Proclamation

To meet this new need, President Truman issued a Proclamation in September 1945, to the effect that the United States might set up conservation zones to protect its coastal fisheries without regard to the limitations of territorial waters. There was no mention in this proclamation of extension of sovereignty

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beyond territorial waters, nor of exclusion of fishermen of any nationality from any fishery. The purpose of the proclamation was to provide for new means, under law, to protect fishery resources lying in international waters from over-exploitation.

A proclamation by the United States does not bind other nations to accept the new principle into the body of international law. There already, for instance, have been issued by several other nations proclamations covering their coastal waters in which the general tendency is to extend the territorial waters of the country involved—its sovereignty—a considerable distance beyond generally recognized limits. All the production of the sea in this new territory might be regarded as the property of that country. Foreign fishermen in the area might be looked upon as illegal operators and treated accordingly.

This thesis would lead logically to the division of the oceans of the world into segments of sovereign property in the same way that the land surface of the world is so divided. This would work against too many maritime interests.

The normal selfish desire of fishermen everywhere has to be compromised with the realities of the international policies of their countries. At present the nationals of any nation can go any place and fish on the vast international common of the sea. It cannot be demonstrated that it is for the general good of mankind to restrict, for selfish national purpose, the fishing activity of any particular nation in any particular segment of this common. It can be demonstrated that it is for the general welfare of all mankind to protect the resources of the sea from overfishing to the end that the sea will continue to produce the maximum quantity of food that it can.

This is precisely the goal at which we aim. The aim is to provide a mechanism which will provide for each high seas fishery in the world the possibility of management, to the end that the population of fish upon which the fishery works will be kept at that level at which a maximum crop can be harvested year after year. As to who will get what share of that crop the nations of the world could not possibly agree at this time. This part of the problem must be left, for the present, to free enterprise and competition, based upon fair methods of operation. When the safe crop is taken, all stop the harvest.

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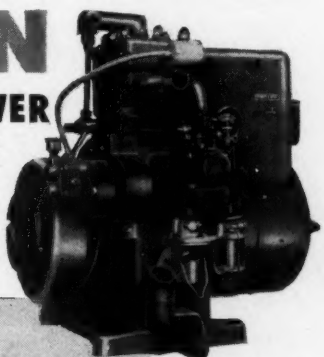
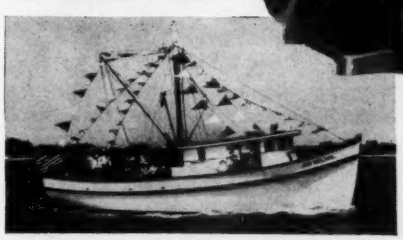
BOATS





ONAN MODEL
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The "Jim Melton" (left) is one of many work boats equipped with an Onan Electric Plant.

Onan *Marine* Electric Plants provide dependable electric power for lights, bilge pumps, compressors, radio, water systems and other equipment on work boats. Driven by heavy-duty, 4-cycle, water-cooled engines. True marine design with built-in safety features. Compact and easy to install.

A.C., D.C., Battery Charger, and Dual Purpose A.C.-D.C. models—350 to 3500 watts.

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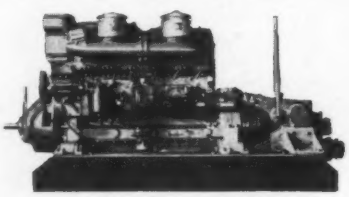
Through 53 years of exclusive marine engine production we have expanded our line and today offer twenty-one models — gasoline and diesel — to meet the varying needs of yachtsmen, fishermen and work boat operators the world over.



LATHROP DH-200

Many loyal customers have asked for more power. We are pleased to assure Spring delivery of the new 200 horsepower diesel — the DH-200. Orders for this or any other Lathrop Engine can be placed through these reliable distributors:

Knox Marine Exchange, Camden, Me.
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Marine Motors Sales Corporation, Jacksonville, Florida
E. E. Saunders & Co., Pensacola, Fla.
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Gloucester Fisheries Assoc. Elects Officers

John DelTorchio was re-elected president of the Gloucester Fisheries Association at the organization's fifth annual meeting, which was held in Boston recently. The session was attended by some 100 members and others, and a substantial appropriation was voted for a newspaper advertising program, to begin in January. John O'Hara is chairman of the campaign, which will stress the high quality of Gloucester's fisheries products.

Other officers elected included the following: vice-presidents, Frank Favalora and David A. Doren; treasurer, Frederick McG. Bundy, president of Gorton-Pew Fisheries Co., Ltd.; assistant treasurer, Ignatius Palumbo; and secretary, Lawrence J. Hart.

Special guests at the dinner were Matthew J. Dillon and Thomas D. Rice, president and executive secretary, respectively, of the Massachusetts Fisheries Association.

Big Catches

Among good catches landed at Gloucester during December were the following: *Sylvester Whalen*, 170,000 lbs.; *Pam Ann*, 156,500 lbs.; *Mother Ann*, 177,000 lbs.; *Ronald & Mary Jane*, 154,000 lbs.; *V-E Day*, 170,000 lbs.; *St. Nicholas*, 153,000 lbs.; *St. Christopher*, 157,000 lbs.; Pilgrim, 177,000 lbs.; *Gaetano S.*, 150,000 lbs.; *Conquest*, 160,000 lbs.; *Silver Bay*, 163,000 lbs.; *Kingfisher*, 220,000 lbs.; *Curlew*, 155,000 lbs.; *Mary & Josephine*, 210,000 lbs.; *Julie Ann*, 188,000 lbs.; *Theresa M. Boudreau*, 200,000 lbs.; *Florence & Lee*, 179,000 lbs.; *Felicia*, 200,000 lbs.; *Benjamin C.*, 190,000 lbs.; *Joseph & Lucia*, 160,000 lbs.; *Emily Brown*, 204,000 lbs.; *Columbia*, 162,000 lbs.; and *Catherine Amirault*, 158,000 lbs.

Union Officials Named

Alphonsus F. Hayes and George H. Hodgdon have been re-elected delegates of the Gloucester branch of the Atlantic Fishermen's Union. Re-elected secretary-treasurer of the Union as the result of balloting conducted in several ports, including Gloucester, Boston, New Bedford, Portland, Me. and New York, was Capt. Patrick J. McHugh of Boston. Daniel McMillan, also of Boston, was named assistant secretary-treasurer, replacing Austin J. Powers.

Would Allow Longer Hours in Plants

Rep. Richard L. Hull of Rockport has filed a bill for the Gloucester Fisheries Association and the Gloucester Fishing Vessel Owners Association under which employees in the fish processing industry could be authorized to work for more than nine hours in one day and over 48 hours in one week, if such employment "were necessary to prevent the spoilage of fish." However, this authority could be exercised only from May 1 to November 1, and employees would not be allowed to work more than 56 hours in one week.

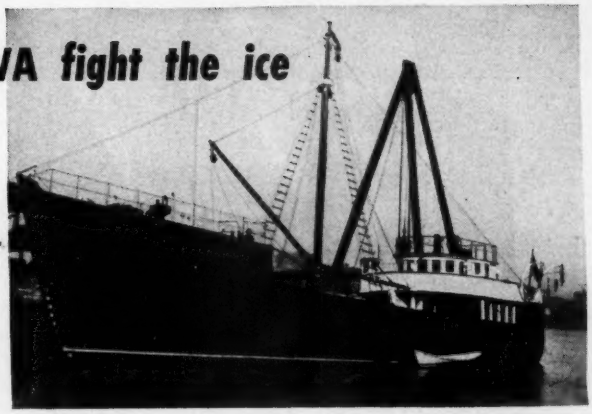
Crab Industry

(Continued from page 16)

"buy boat" and "run boat" solve the problem of transportation of hard crab by visiting the crabbers individually on the crabbing grounds and buying their catches. They then transport their loads to the crab picking house. Although the terms "buy boat" and "run boat" tend to be used interchangeably, the strict meaning of the first is that the boat captain buys the crabs himself to sell where he wishes; of the second, the captain freights crabs and acts as buying agent for a dealer. Crab-transporting vessels are from 40′ to 60′ long with a capacity up to 100 barrels.

Crab industry centers, like Hampton and Crisfield, send out scores of such vessels to all parts of the Bay. When feasible, loads of crabs are transported by truck. Most crabs produced in the Maryland-Virginia Atlantic Coast area beyond the range of Bay vessels are so handled.

Monel helps sealer TERRA NOVA fight the ice



WHEN Bowring Brothers, Ltd., commissioned Captain Jean Berthe to design *Terra Nova,* they asked for a boat that could safely navigate ice-infested sealing waters.

To Captain Berthe, superintendent of Newfoundland Shipyard, Ltd., that meant (for one thing) an extra tough shaft . . . tough enough to stand the shock and battering.

He chose Monel* for this important job because Monel is not only rustproof and corrosion-resistant, but actually stronger and tougher than structural steel. And today, *Terra Nova's* 7 in. diameter Monel shaft carries her through ice-choked sealing waters with greater safety.

Built in 1948, *Terra Nova* is 140 ft. long, with 28 ft. beam and 14 ft. moulded depth. Her gross tonnage is 379. She is powered with a Cooper-Bessemer JS-6-cylinder Diesel, purchased through Basil Fearn, Berk's Cove, St. Johns, Newfoundland.

On both coasts of the continent, fishermen, shrimpers, and tuna fleets report that Monel tail shafts are giving splendid service . . . with fewer lay-ups and lower repair bills. See your local boatyard and find out how *you* can save money with Monel.

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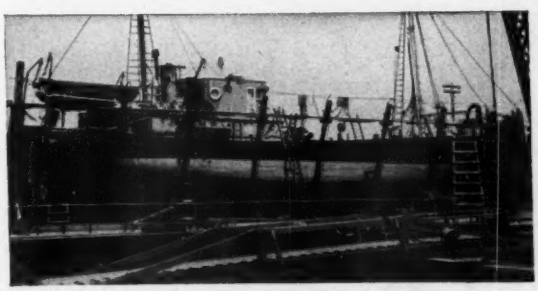
THE INTERNATIONAL NICKEL COMPANY, INC., 67 Wall Street, New York 5, N. Y.

"... It's the SEAGOIN'* metal"

*Reg. U. S. Pat. Off.

Trawler Repairs in the Port of Boston



Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities for repairing, reconditioning and servicing trawlers efficiently and economically. The next time you need trawler repairs get in touch with Bethlehem.

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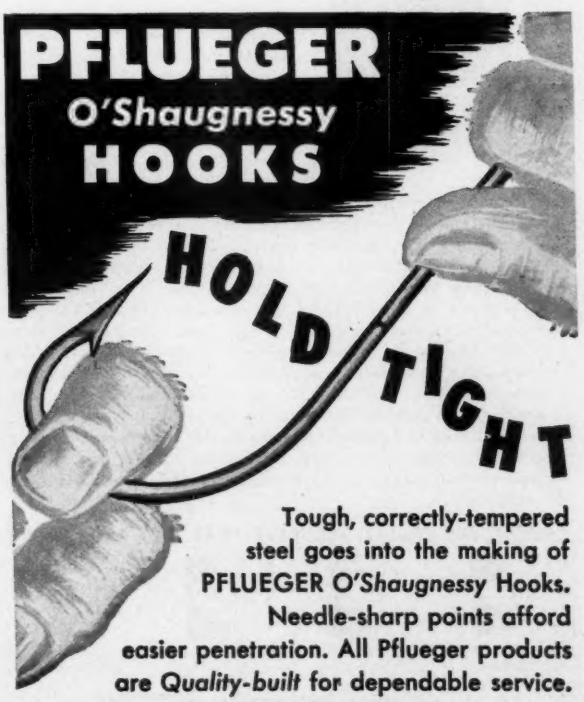
PFLUEGER O'Shaugnessy HOOKS HOLD TIGHT



Tough, correctly-tempered steel goes into the making of PFLUEGER O'*Shaugnessy* Hooks. Needle-sharp points afford easier penetration. All Pflueger products are *Quality-built* for dependable service.

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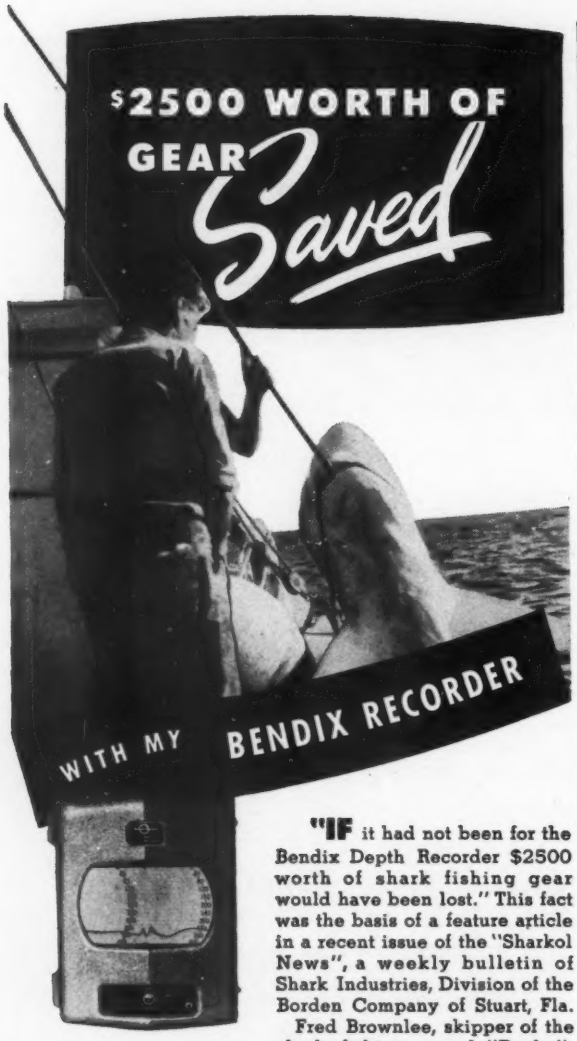

"IF it had not been for the Bendix Depth Recorder $2500 worth of shark fishing gear would have been lost." This fact was the basis of a feature article in a recent issue of the "Sharkol News", a weekly bulletin of Shark Industries, Division of the Borden Company of Stuart, Fla.

Fred Brownlee, skipper of the shark fishing vessel "Dusky", was forced to cut the 10,000 foot line he had set when a hurricane struck the area last fall off Key West, Florida. When he returned three days later with his Bendix Depth Recorder chart, he was able to locate the spot with unfailing accuracy and in 3 minutes he had hooked the $2500 worth of "lost" gear.

This is one of many examples where the Recorder has paid for itself by preventing loss of gear. Shark Industries have installed the Recorder in their boats primarily for locating the sharks whose vitamin-enriched livers are processed into pure feeding oils...and as it has for other owners, the Bendix is producing a double dividend for them.

In all phases of commercial fishing, the time-tested Bendix Depth Recorder with its big easy-to-read chart is standard equipment for vessels of the fleets. Write today for additional information.

CHOOSE THE BENDIX RECORDER THAT FITS YOUR WORK

MODEL DR-5
200 Feet—
200 Fathoms

MODEL DR-6
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MODEL DR-8A
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Fish Landings for Month of December

(Hailing fares. Figure after name indicates number of trips.)

NEW YORK

Alpar (1)	20,000	New Bay (1)	42,000
Black Hawk (1)	6,000	Olivia Brown (1)	14,000
Caspian (1)	16,000	Paolina (2)	33,400
Doris H. (1)	5,200	Portugal (1)	29,000
Felicia (2)	88,000	Rainbow (2)	14,600
Florence B. (3)	54,600	Richard Lance (2)	10,400
Hazel S. (1)	4,600	Rosalie F. (1)	10,000
John G. Murley (2)	82,000	Santa Treza (1)	3,200
Joseph S. Mattos (2)	34,500	Sunapee (2)	30,000
Katie D. (1)	30,000	Teresa & Jean (2)	89,600
Leah F. (1)	56,000	Tina B. (1)	26,000
Magellan (1)	23,400	Virginia (1)	22,000
Mary Ellen (3)	16,400	Wm. D. Mangold (1)	6,700

Scallop Landings (Gallons)

Beatrice & Ida (1)	500	Peerless (1)	300
Buzz & Billy (2)	1,300	Richard Lance (1)	15
Catherine C. (1)	500	Rockaway Belle (1)	300
Friendship (1)	600	S #31 (2)	1,000
Gambler (1)	500	Trio (1)	250
Gloria F. (2)	1,450	Venture (1)	400
Mary (1)	600	Victoria (1)	500
New Dawn (1)	200	Whaling City (2)	1,400
Norseman (2)	1,180	Wm. D. Mangold (1)	90
Olive M. Williams (1)	150		

NEW BEDFORD

Adventure (1)	9,000	Leah F. (1)	27,100
Adventurer (4)	83,700	Lera G. (1)	3,000
Agda (4)	37,800	Liberty (3)	18,500
Alice May (2)	6,500	Liboria C. (4)	57,700
Angenette (1)	2,500	Lt. Thomas Minor (3)	12,000
Anna (5)	14,700	Louise (2)	39,700
Anna C. Perry (2)	9,100	Madeline (3)	20,900
Annie Louise (1)	10,400	Major J. Casey (1)	18,900
Arnold (2)	13,400	Malvina B. (4)	51,400
Baby Doll (3)	17,400	Maria Julia (5)	29,000
Barbara (4)	37,100	Marie & Katherine (3)	25,200
Barbara M. (3)	34,100	Martha E. Murley (4)	39,100
Barracuda (4)	18,900	Mary Ann (2)	91,000
Bernice (2)	9,400	Mary J. Hayes (2)	61,200
Capt. Deebold (2)	11,800	Mary & Joan (2)	56,700
Carl Henry (2)	56,900	Mary & Katherine (1)	9,400
Carl J. (1)	9,400	Mary M. (2)	8,000
Carol & Dennis (1)	11,100	Mildred & Myra (1)	9,700
Catherine T. (2)	61,000	Minnie V. (3)	29,100
Charles E. Beckman (3)	33,400	Mishaum (2)	9,100
Charlotte (1)	4,100	Molly & Jane (3)	53,900
Christina J. (3)	51,500	Nellie (2)	14,500
Christine & Dan (1)	20,000	Noreen (2)	55,900
Clara T. (1)	6,400	Palmers Island (1)	600
Clifton (1)	4,700	Papoose (4)	28,800
Clinton (4)	36,500	Pauline H. (3)	61,300
Clipper (2)	129,300	Penguin (2)	35,800
Connie F. (1)	4,800	Petrel (2)	19,100
Dauntless (5)	40,500	Phyllis J. (5)	32,100
Doris Gertrude (5)	70,100	Portugal (5)	32,700
Dorothy (2)	8,100	Princess (1)	11,500
Dorothy & Betty (1)	5,400	Pvt. Frank Kessler (1)	8,800
Dorothy & Edith (3)	8,200	Prosperity (2)	13,900
Driftwood (3)	16,000	Quest (3)	36,200
Ebeneezer (3)	13,800	Ramona (2)	10,200
Edith (2)	19,900	Ranger (1)	9,700
Elva & Estelle (3)	44,100	Rose Jarvis (4)	14,900
Etta K. (4)	40,900	Rosemarie V. (2)	28,900
Eugene & Rose (4)	40,700	Rosie II (3)	29,800
Fan & Mary (4)	26,400	St. Anthony (3)	31,300
Fannie Parnell (3)	15,400	Sandra & Jean (2)	24,600
Frank Grinnell (3)	25,800	Sankaty Head (1)	3,600
Fred Henry (2)	6,100	Sea Ranger (2)	55,000
Gannet (3)	105,200	Serafina (2)	8,300
Gertrude D. (6)	49,000	Sister Alice (3)	26,900
Gladys & Mary (2)	60,500	S. M. Murtosa (3)	17,000
Gloucester (1)	17,800	Solveig J. (2)	67,500
Grayling (3)	9,900	Sonya (2)	11,100
Harmony (1)	10,800	Southern Cross (2)	14,200
Helen Mae (4)	18,100	Stanley B. Butler (2)	68,000
Hilda (1)	4,000	Susie O. Carver (2)	24,500
Hope (3)	26,900	Three Pals (1)	5,600
Huntington Sanford (5)	32,700	Two Brothers (3)	30,000
Invader (1)	28,000	Two Brothers (R. I.) (3)	19,300
Jacintha (2)	60,200	Victor Johnson (3)	59,800
Janet Elise (2)	12,100	Viking (3)	58,300
Janet & Jean (3)	29,000	Viking (small) (1)	2,500
J. Henry Smith (4)	22,000	Virginia (1)	41,000
Joan & Ursula (3)	66,300	Wamsutta (2)	39,000
Josephine & Mary (2)	50,900	Wanderer (1)	5,500
Julia K. (1)	3,200	Whaler (2)	60,900
June Bride (5)	29,400	Wild Duck (3)	112,200
Junojaes (2)	66,200	William Chesebrough (1)	5,100
Kelbarsam (3)	20,000	Winifred (4)	25,900
Lainee K. (2)	21,000		

Scallop Landings (Gallons)

Abram H. (3)	1,550	Bobby & Harvey (2)	1,800
Adele K. (2)	1,250	Bright Star (2)	1,950
Alice Hathaway (2)	500	Camden (2)	1,450
Amelia (2)	1,650	Carol & Estelle (2)	1,500
Antonina (1)	400	Charles S. Ashley (2)	1,200
Antonio (2)	1,300	Dagny (2)	1,250
Arthur L. (2)	1,125	Dorothy & Mary (1)	1,000
Elizabeth M. (1)	555	Marmax (1)	1,000
Elizabeth N. (1)	900	Mary Canas (2)	1,100
Eunice-Lilian (1)	900	Mary J. Landry (1)	1,000
Fairhaven (2)	1,225	Mary R. Mullins (2)	1,300
Falcon (1)	1,000	Mary Tapper (2)	775
Flamingo (2)	1,750	Moonlight (2)	1,900
Four Sisters (2)	1,050	Muriel & Russell (1)	1,000
Francis J. Manta (2)	850	New Bedford (2)	1,500
Friendship (2)	1,100	Olive M. Williams (1)	1,000
Gay Head (1)	300	Palestine (2)	900
Growler (2)	1,600	Pearl Harbor (2)	1,600
Irene & Mabel (2)	475	Pelican (1)	500
Katherine & Mary (1)	850	Porpoise (2)	1,700
Kingfisher (2)	1,600	Red Start (3)	2,700
Jerry & Jimmy (2)	1,800	St. Ann (2)	1,250
Julia K. (1)	200	Shannon (1)	150
Linus S. Eldridge (3)	1,750	Ursula M. Norton (2)	1,850
Louis A. Thebaud (2)	1,100	Venture I (3)	1,235
Lubenray (2)	1,600	Wm. D. Eldridge (1)	450
Malene & Marie (3)	2,455	Wm. J. Aldridge (1)	900
Maridor (1)	900	Wm. J. Landry (2)	950

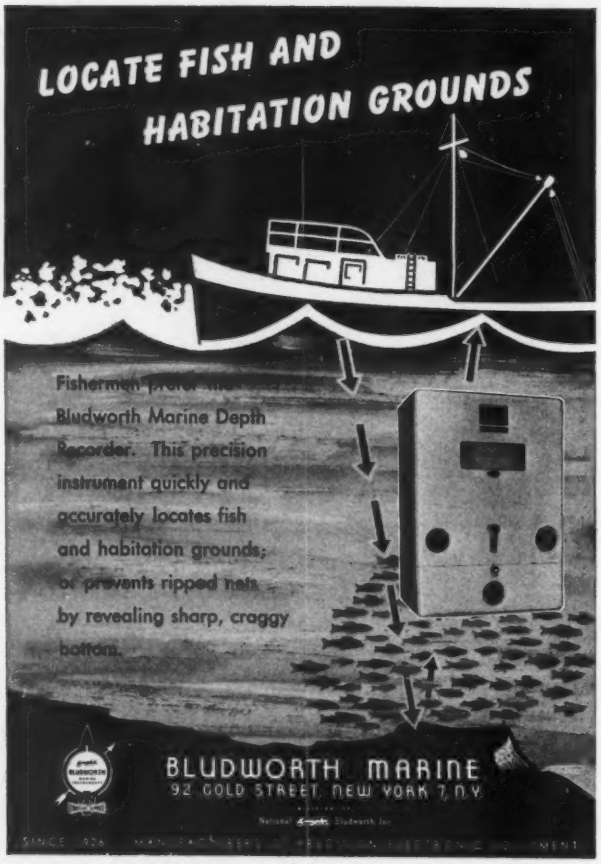
PORTLAND

Alert (3)	17,000	Notre Dame (1)	26,000
Alice M. Doughty (2)	47,000	Onward (2)	3,000
Andarte (3)	139,000	Scola (1)	5,000
Carolyn & Priscilla (2)	95,000	Silver Bay (1)	6,000
Ethelina (3)	77,000	Vagabond (4)	64,000
Lawrence Scola (3)	11,000	Vandal (3)	177,000
Nautilus (4)	91,000	Willard Daggett (3)	27,000

BOSTON

Acme (1)	13,100	Maristella (1)	40,500
Addie Mae (1)	9,400	Marjorie (2)	45,100
Adventure (2)	125,000	Marjorie Parker (1)	29,000
Agatha & Patricia (3)	74,100	Marsala (1)	14,100
Alphonso (5)	27,300	Mary & Jennie (3)	13,300
Annie & Josie (2)	11,500	Mary W. (1)	14,000
Arlington (2)	184,200	Mayflower (2)	7,100
Atlantic (2)	125,600	M. C. Ballard (1)	53,300
Ave Maria (Dragger) (3)	16,000	Michigan (2)	177,700
Barbara C. Angell (3)	191,300	Nancy B. (2)	47,000
Bay (3)	192,400	Nancy F. (2)	26,900
Billow (2)	176,200	Natale III (1)	28,400
Bonnie (3)	385,100	Neptune (2)	129,200
Breaker (2)	151,800	North Star (3)	48,000
Breeze (2)	128,500	Nova Antonio (2)	17,400
California (2)	33,700	Nyoda (2)	18,800
Calm (1)	96,200	Ocean (2)	101,300
Cambridge (3)	238,800	Ohio (2)	110,100
Carmela Maria (Dragger) (2)	29,900	Olympia (3)	68,100
Carmela Maria (L. Tr'ler) (3)	15,900	Olympia La Rosa (2)	32,600
Carole June (2)	92,200	Phantom (2)	97,900
Catherine B. (Dragger) (3)	75,700	Pioneer (2)	13,400
Catherine B. (L. Tr'ler) (5)	30,100	Plymouth (2)	121,700
Charlotte M. (2)	60,200	Princess (2)	9,800
Cigar Joe (4)	89,700	Quincy (2)	110,000
Cormorant (2)	121,300	Racer (3)	253,700
Crest (2)	212,300	Raymonde (1)	61,000
Delaware (2)	190,000	Red Jacket (2)	183,700
Diana C. (3)	37,100	Richard J. Nunan (2)	41,400
Dorchester (2)	124,000	Roma (2)	2,900
Drift (3)	235,700	Rosemarie (1)	28,200
Elizabeth B. (1)	63,300	Rose Mary (3)	12,900
Esther M. (2)	181,800	Rosie (3)	23,300
Estrela (2)	97,200	Rosie & Gracie (2)	36,300
Famiglia (2)	37,800	Rush (2)	150,800
Fanny F. Hickey (3)	30,800	St. Anna (3)	11,500
Flow (2)	210,000	St. Francis (1)	10,300
Flying Cloud (3)	256,100	St. Joseph (Dragger) (2)	42,300
4-C-887 (2),	4,400	St. Joseph (L. Tr'ler) (3)	18,700
4-E-885 (3)	4,000	St. Michael (L. Tr'ler) (3)	8,000
4-G-370 (2)	24,400	St. Michael Angelo (2)	4,500
4-G-673 (4)	11,200	St. Peter (2)	32,100
4-H-823 (4)	14,300	St. Peter II (1)	83,500
Francesca (5)	36,700	St. Theresa (3)	14,600
Geraldine & Phyllis (2)	92,100	Salvator (1)	22,200
Gertrude De Costa (1)	9,000	Salvatore & Grace (2)	39,400
Hazel B. (2)	71,500	San Antonio (5)	24,600
Ida & Joseph (1)	21,800	San Calogero(4)	29.400
Immaculate Conception (3)	58,400	Santa Lucia (2)	8,100
J. B. Junior (2)	104,100	Santa Maria (1)	15,500
J. B. Junior II (2)	9,700	Santa Rita (4)	22,700
Jennie & Lucia (2)	58,400	Savoia (4)	28,300
Joe D'Ambrosio (2)	12,700	Sea Fox (2)	29,000
Josephine Ess. (2)	159,900	Sebastiano & Figli (3)	16,600
Josephine F. (4)	20,700	Serafina N. (2)	29,400
Josephine P. II (3)	73,600	Serafina II (1)	27,500
Josie M. (4)	6,000	Six Brothers II (1)	2,300
Katie D. (1)	65,500	Squall (3)	266,300
Leonard & Nancy (3)	96,700	Stanley B. Butler (1)	65,000
Little Nancy, (3)	64,900	Storm (2)	158,500
Lorine III (2)	34,600	Surge (3)	205,000
Lucky Star (3)	238,100	Swell (2)	184,000
Lynn (4)	207,700	Texas (2)	127,800
Mabel Mae (1)	40,700	Thomas D. (1)	49,300
Maine (2)	157,300	Thomas Whalen (2)	126,600
Margaret & Marie (3)	39,800	Tide (3)	170,200
Margee & Pat II (3)	295,000	Triton (3)	196,600
Maria del Soccorsa (3)	13,400	Two Pals (3)	13,500
Maria Guiseppe (5)	10,000	Uncle Guy (1)	16,900
Marietta & Mary (2)	36,700	Victory II (3)	43,100

(Continued on page 46)



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PACKARD
MARINE POWER

See your nearest Packard Marine Engine dealer

MARINE EQUIPMENT & SUPPLY CO.
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MOREHEAD CITY YACHT BASIN, INC.
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Morehead City, North Carolina

PACKARD MOTOR CAR CO., INC.
Marine Engine Department
787 11th Ave., New York 19, N. Y.

THOMAS T. PARKER
655 Summer St., Boston 10, Mass.

PAXTON CO.
64-66 Commercial Place
Norfolk 10, Va.

STICKELL-WHEELER YACHT CO.
1616 Mt. Royal Ave., Baltimore 17, Md.

December Landings

(Continued from page 45)

Wave (2)	137,500	Winthrop (2)	131,600
Weymouth (2)	163,300	Yankee (4)	52,800
Wm. J. O'Brien (3)	225,200	**Scallop Landings (Gallons)**	
Winchester (2)	226,600	Antonina (1)	950

GLOUCESTER

Agnes & Myrnie (3)	12,500	Felicia (2)	325,000
Albatross (1)	85,000	Florence & Lee (1)	179,000
Alvan T. Fuller (2)	151,000	Frances R. (1)	6,000
America (3)	14,000	Frankie & Rose (2)	28,000
American Eagle (1)	20,000	Gaetano S. (2)	190,000
Angie & Florence (3)	41,000	Gertrude E. (5)	12,000
Annie (4)	26,500	G. N. Soffron (1)	100,000
Annie II (2)	4,000	Golden Eagle (1)	123,000
Anthony & Josephine (5)	42,000	Gov. Al Smith (2)	176,000
Ariel (6)	25,500	Helen M. (2)	32,000
Austin (2)	20,000	Hilda Garston (1)	82,500
Babe Sears (2)	157,000	Ida & Joseph (3)	40,000
Baby Rose (1)	125,000	Irma Virginia (3)	14,000
Barbara C. (5)	26,000	Jackie B. (4)	27,500
Beatrice & Rose (1)	1,000	Jackson & Arthur (4)	13,500
Benjamin C. (1)	190,000	J. B. Junior (2)	11,000
B. Estelle Burke (2)	144,000	Jennie & Julia (4)	40,000
Bethulia (4)	18,000	Johnny Baby (4)	15,000
California (2)	10,500	Joseph & Lucia (2)	170,000
Calista D. Morrill (1)	2,000	Josie II (2)	6,000
Carlo & Vince (2)	17,000	Julie Ann (1)	188,000
Carol Ann (2)	146,000	Killarney (1)	146,000
Caroline & Mary (1)	130,000	Kingfisher (1)	220,000
Catherine Amirault (2)	267,000	Kurta (6)	11,000
Charles M. Fauci Jr. (2)	181,000	Lady of Good Voyage (1)	68,000
Chebeague (1)	10,000	Leretha (2)	186,000
Cigar Joe (2)	5,000	Lucretia (3)	10,000
Columbia (2)	296,000	Madame X (5)	31,500
Conquest (1)	160,000	Madonna (2)	18,000
Corinthian (2)	285,000	Manuel P. Domingos (1)	75,000
Curlew (2)	221,000	Margie & Roy (5)	10,500
Dartmouth (1)	109,000	Maria Immaculata (3)	11,500
Dolphin (Glou.) (1)	128,000	Marie & Winifred (4)	36,000
Doris F. Amero (2)	155,500	Mary (6)	30,500
Emily Brown (1)	204,000	Mary A. (4)	41,000
Evalina M. Goulart (1)	36,500	Mary E. (3)	12,500
Eva II (3)	13,000	Mary F. Curtis (1)	121,000
Evelyn A. (1)	500	Mary & Josephine (2)	285,000
Evelyn G. Sears (3)	50,000	Mary W. (2)	27,000
Falcon (4)	51,000	Mother Ann (1)	177,000
Nancy F. (1)	5,000	St. Christopher (1)	157,000
Natale III (4)	52,000	St. Joseph (1)	29,000
No More (4)	32,500	St. Nicholas (1)	153,000
North Star (1)	10,000	St. Peter (2)	17,000
Novelty (6)	23,500	St. Victoria (2)	128,500
Nyoda (1)	7,000	Sacred Heart (4)	22,000
Pam Ann (1)	156,500	Salvatore (2)	18,000
Pan Trades Andros (1)	69,000	Santa Maria (1)	20,000
Paul Howard (1)	130,000	Santina D. (1)	2,000
Philip & Grace (2)	250,000	Sea Hawk (1)	61,000
Phyllis & Mary (4)	15,500	Sebastiana C. (1)	25,000
Pilgrim (2)	189,000	Serafina N. (2)	14,000
Pollyanna (1)	86,000	Serafina II (4)	24,500
Positive (1)	140,000	Silver Bay (1)	163,000
Priscilla (4)	11,000	Skilligolee (1)	24,000
Puritan (1)	55,000	Sunlight (2)	221,000
Redskin (3)	130,000	Sylvester Whalen (1)	170,000
R. Eugene Ashley (1)	100,000	Theresa M. Boudreau (2)	287,000
Roma II (2)	3,500	Theresa R. (2)	211,000
Ronald & Mary Jane (1)	154,000	Thomas D. (1)	52,000
Rose & Lucy (3)	14,000	Thos. J. Carroll (2)	142,000
Rosemarie (1)	15,000	V-E Day (1)	170,000
Rosie & Gracie (3)	21,000	We Three (4)	30,000
St. Anthony (1)	20,000		

Columbian Rope Calendar

The 1949 calendar issued by Columbian Rope Co., Auburn, N. Y., is beautifully illustrated with a marine painting by Charles Robert Patterson. Looking north up the Hudson River, the painting depicts New York harbor as it appeared in 1896, before steam had replaced sails.

Predominant in the picture is the *Great Admiral* of Boston, built in 1869 by Robert E. Jackson at East Boston for William F. Weld and Co., who at that time had the largest sailing fleet under the American flag. The best materials and the strongest manner of construction possible were employed, regardless of expense, and her figurehead was a life-sized image of Admiral Farragut. The long and interesting career of the *Great Admiral* ended in 1907 when she foundered in a gale in the North Pacific. The British ship *Barcore* picked up the survivors, including Capt. E. R. Sterling, and they were eventually landed at San Francisco.

What's *your* rating as a judge of marine engine values?

1. This 150-HP Packard Marine Eight is so smooth you can balance a nickel on the manifold with the engine running! Two reasons are:

A. Nine-main-bearing crankshaft.
B. Individually-cooled cylinders.
C. Hydraulic valve tappets.

Answers A and C are correct. (Individual cylinder cooling doesn't affect smoothness, but it's a big Packard *durability* feature).

2. Every Packard Marine Engine is standard-equipped with built-in finger-tip gear control. Two other important Packard maneuverability features are:

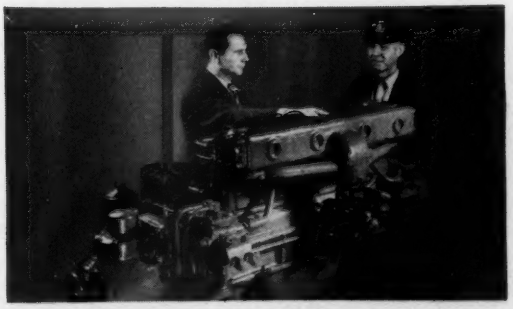
A. 100% reverse.
B. Sealed and balanced carburetion.
C. Separate oil for engine and reverse gear.

Answers A and B are right for maneuverability. (Packard's separate oil supply is important for trouble-free *dependability* and *long life.)*

3. Piston ring friction on Packard Marine Engines has been reduced 25% to 33%. That's because Packard offers you:

A. Thermo-strut pistons with three rings.
B. Flywheel damper.
C. Flywheel located aft.

Answer A is correct. (But don't forget B and C. They're two additional "smooth performance" features you get from Packard.)



4. You ought to see your Packard Marine Engine dealer soon, and get his propulsion recommendations for your own boat, because:

A. Packard power cuts operating costs.
B. Packard power cuts installation costs.
C. Packard Engines are competitively priced.

All these answers are right. And remember: All Packard Engines are available with your choice of silent reduction gears.

PACKARD
MARINE ENGINES

PACKARD MARINE ENGINE DEPARTMENT
PACKARD MOTOR CAR COMPANY
DETROIT 32, MICHIGAN

MICHIGAN
MACHINED-PITCH
PROPELLERS

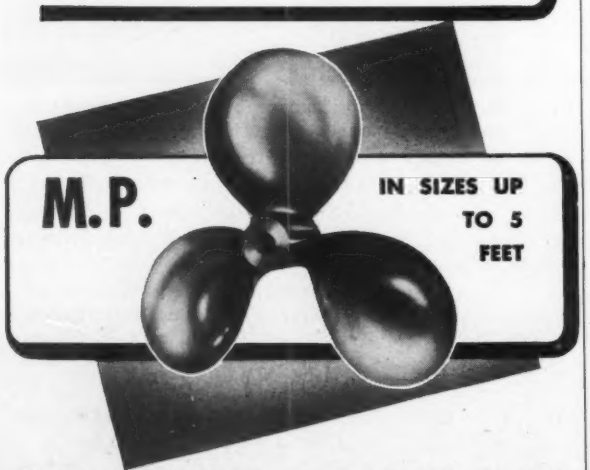
Increase net earnings

If the Old Man of the Sea is taking too big a cut of your net earnings and it's costing you too many "fins" to catch fish, remember that the performance of many a good engine has been scuttled by a poor wheel.

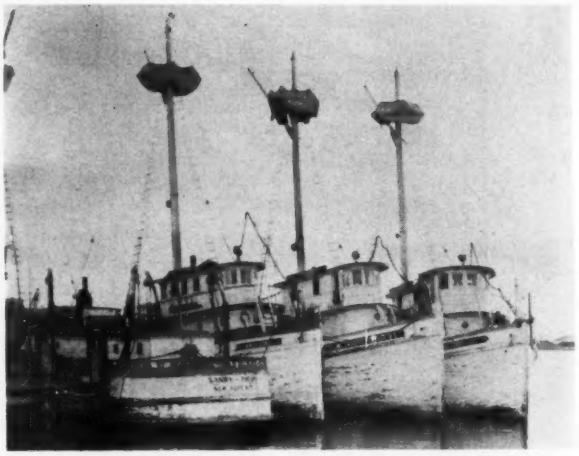
Michigan Machined-Pitch propellers on the other hand convert all your horse power into miles made good. At the same time they take the lead out of your log and trim up your balance sheet.

Since all Michigan propellers are built of Michalloy metal that resists corrosion and hard knocks, you'll find that occasions of pulling out for wheel checking will be few and far between.

REDUCE WEAR



MICHIGAN WHEEL CO., Grand Rapids 3, Mich.



The "Sandy Hook", "Lancaster", "J. H. Whitehurst" and "Belford", part of the fleet of 18 to 25 menhaden boats of The Fish Meal Co. which operates from the Beaufort, N. C. plant from November through January.

Rhode Island Public Works Dept. Seeks Harbor Development

Urging a special outlay of funds to develop Galilee Harbor in Point Judith Pond as a fishing port, the State Department of Public Works recently mapped a plan whereby acres of new waterfront and better channel would be provided with State and Federal appropriations totalling $400,000.

In an appearance before the State Budget Committee, Public Works Director Oresto DiSaia asked for the following: a capital expenditures item of $30,000, largely to be devoted to building a 1,000′ dike to retain the fill from recent dredging operations in Point Judith Pond; a special outlay of $180,680 to develop the Pond north of Galilee Harbor through dredging, construction of four piers, two marinas, two large piers north of the present boat landing, three piers to the north, and a graveled roadway; and a $12,000 allotment in the appropriation for equipment replacements in the division of rivers and harbors for 160′ sheathing to be placed outside the present slipping sheathing at the Galilee wharfside.

DiSaia pointed out that the entire project of Point Judith Pond development is integrated with a proposal already approved by the U. S. Army Engineers for expending $206,000 to dredge a 15′ ship channel in the Harbor in order to allow the use of larger fishing boats.

"Jane Lorraine" Damaged

An underwater explosion which occurred as a net was being hauled to the surface three miles south of Block Island badly damaged the 47′ dragger *Jane Lorraine*, owned by Leon Champlin. The 4 men on the stricken craft manned hand pumps while she was towed to Point Judith by the *Tip Top*, Capt. Norman Gilbert of Narragansett, and the *Harold and Bruce*, Capt. Howard Whaley.

S. C. Board Recommends Seafood Study

The South Carolina Board of Fisheries has requested Governor Thurmond to recommend to the next General Assembly the establishment of an office employing a full-time marine expert to study seafoods, with the idea of laying down a long-time conservation and cultivation program. Among other things, the Board recommended a complete revision of present "patchwork" statutes governing coastal fishing; and the appropriation of adequate funds for operation of the Board, with $142,000 suggested. Andrew Dupre of McClellanville is Chairman of the State Board of Fisheries.

NORTH CAROLINA

Menhaden Are Plentiful

Menhaden, which are plentiful this season, have been moving down the North Carolina Coast and were off Carolina Beach December 6. It was expected that the most advanced schools would be directly off Southport within a few days. The menhaden boats *Plaxco, Brunswick, Nickerson* and *Gifford,* owned by the Brunswick Navigation Co., returned to Southport early in December after operating out of Beaufort for the previous three weeks.

Most of the Beaufort and Morehead City food fishermen were working off Atlantic and Ocracoke early in December. Among recent good catches was that made by Dave Beveridge, which consisted of 1,100 lbs. of flounders. These fish are reported to be plentiful but small.

Six Southport trawlers which had been shrimping in Florida returned to North Carolina during December. The vessels included three owned by Dallas Pigott; the *Penny,* Capt. Merritt Moore; and two of the W. S. Wells boats, all of which will shrimp and fish off the coast until cold weather makes it worthwhile for them to begin fishing in the Gulf Stream. Mr. Pigott purchased the two-year-old, 58′ *Royal Flush* while he was in Florida, and she also will be used in Gulf Stream fishing off Southport, making a total of 17 boats which now are expected to be engaged in this type of operation.

Lewis Hardee will fish five boats of his own, and Capt. Moore's *Penny* will engage in production for him. Pigott will operate four, as will W. S. Wells, who expects to have a large new boat, the *Wolfpack,* delivered from a Florida yard early in January. Paul Fodale plans to fish three vessels.

Seek Shrimp Survey Boat

Efforts are now underway by members of the North Carolina Shrimp Survey Commission to locate a suitable boat for carrying on the shrimp study that was authorized by the Legislature, and for which $50,000 was appropriated. The primary purpose of the survey is to determine where the shrimp go after leaving the Sound waters, to explore and survey the fishing grounds, and to mark hazards to trawling.

A parallel program, undertaken and financed by the Institute of Fisheries Research, extends this study into the Sound regions. Investigators stationed at important shrimping ports collected statistics during the past shrimping season which, it is hoped, will throw light on the movements, migration, nurseries, growth rates and general habits of the shrimp. Simultaneously with these land observations, investigations have been carried out in the Sound waters to accumulate hydrographic data which may help explain the causes of shrimp movements.

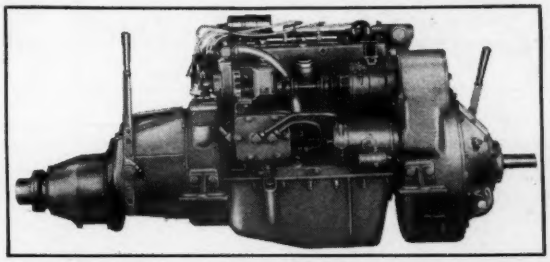
"Sandy Hook" Hits Wreck

The menhaden boat *Sandy Hook,* which has been fishing out of Beaufort for The Fish Meal Co., hit a sunken wreck located at Cape Lookout Point on December 15. A hole was knocked in the vessel's hull on the starboard side under the engine, but with the help of pumps she was kept afloat until beached.

The Coast Guard cutter *Agassiz* towed the menhaden boat into The Fish Meal Co. plant, where she was dry docked for repairs. Harvey Smith, owner and operator of the concern, estimated damage to the vessel at $5,000.

New Oyster Regulations

Rules and regulations passed and amended at a recent meeting at Salisbury of the North Carolina Board of Conservation and Development, Division of Commercial Fisheries, include the following: No. 109, Section II, which in part provides that each packer, shucker, canner or other purchaser of oysters for resale shall cause to be delivered for planting on the oyster beds of the State at least one-half of the oyster shells so taken, delivery to be at the direction of the Commissioner of Fisheries or his agent; and No. 109, Section IX, which provides that it shall be unlawful for any person, firm or corporation to unload oysters from a boat or vessel after sunset or before sunrise.



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These Gray Features are Famous all over the World!

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2. **Thermogard Automatic Heat Control.** Makes engines idle and run better at all speeds regardless of water temperature.
3. **Oversize Reverse Gears.** To handle the heavy loads.
4. **Choice of Reduction Gear Ratios.** 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1 and 5:1.
5. **Twin Disc Power Take-off.** Built integral with engine in type supplied by Gray for years. Available in all models.
6. **Sealed Unit Instrument Panel.** Accurate record of hours operated.
7. **20 Amp Constant Voltage Generator.** Large capacity for dependable service under all circumstances.
8. **Radio Shielding.** Eliminates all interference.
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FRANK L. SAMPLE JR., INC.
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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Attaching float to head rope with Fargo clamps.

Fargo Clamp for Attaching Net Floats

A new float clamp, by which net floats can be attached or detached to the head rope in a matter of minutes, is being manufactured by Fargo Mfg. Co., Inc., Poughkeepsie, N. Y. The device leaves floats free to swing without twisting the head rope or netting and increases space between float and head rope to make net repairs easier. Made of non-corrosive bronze, the clamp utilizes a simple screw-on connection that can be opened or closed easily and quickly by use of a wrench. The clamp is perfectly flush when closed, with one side holding the float, the other the net. It is available in five standard sizes to handle head rope diameters from ½" to 1".

Chris-Craft Offers New Engine Line

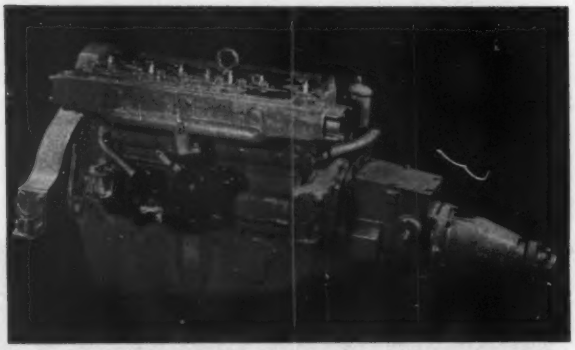
Chris-Craft Corp., Algonac, Mich., offers for 1949, a complete new line of gasoline marine engines ranging from 60 through 160 hp. Many models are offered in standard or opposite rotation with a wide selection of reduction gears—thus increasing the adaptability for single or twin screw engines.

Designed especially for marine use, Chris-Craft engines have many new features including tension rubber mounts and minimum space requirements. Cooling water is pre-tempered in the exhaust manifold before going into the cooling block, thus keeping cylinder walls at ideal operating temperature.

Among the safety features is a new, non-drip carburetor with sump and suction pump to return excess fuel to the engine and prevent overflow. Flame arrestors are standard equipment on all models. Crankshafts are built of special carbon steel, tocco-hardened and precision balanced—statically and dynamically.

The new line includes the 4-cylinder Model B, rated 60 hp. at 3200 rpm., for which a 2.04:1 reduction gear is available.

The Model K, 95 hp. series is of the 6-cylinder, L-head type. A new KL engine develops 105 hp. at 3200 rpm. The 130 hp., 3000 rpm., Model M is also a 6-cylinder engine and is available in a long stroke model, designated as the ML, developing 145 hp. at the same rpm. Model W. is a 6-cylinder, L-head type and develops 160 hp. at 3000 rpm. Opposite rotation is optional and reduction drives are available for all of these models.



The new Model KR 95 hp. Chris-Craft gasoline marine engine with 2.01:1 reduction gear, also made with direct drive and with standard or opposite rotation.

Shipmate Stove for Small Boats

The Stamford Foundry Co., Stamford, Conn., is manufacturing the Shipmate-Skippy stove for small boats where space is limited. The simplest kind of stove, the Skippy is all cast-iron with no bricks in fire-box, sea rails are wrought-iron, and the top is provided with two removable 7½" covers. The stove stands 12½" high and its top is 19" x 14". It will burn any solid fuel or can be equipped with a natural draft burner, a simple appliance with no moving parts.

Sperry Improves Loran Equipment

A new loran receiver-indicator, the Mark 2, using miniature tubes, is being manufactured by Sperry Gyroscope Co., Great Neck, N. Y. Of compact design, the long-range, electronic navigational equipment may be shelf, table or deck-mounted.

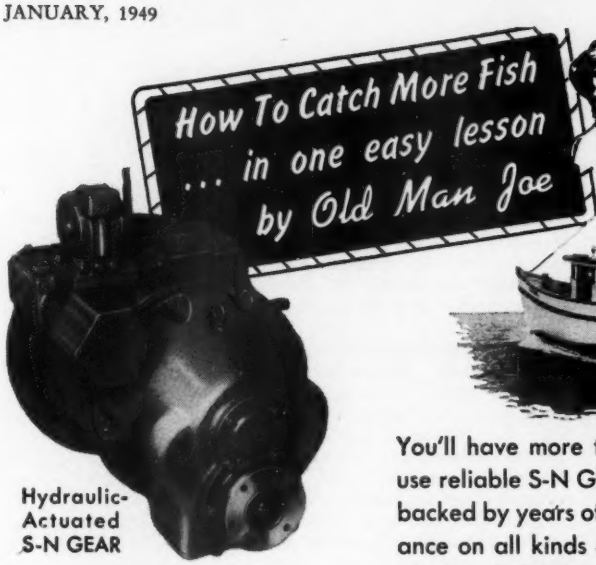
Sperry loran Mark 2 receiver-indicator, trunnion-mounted for tilting.

The Mark 2 is said to incorporate six important improvements over the Mark 1: its small size and use of separate power unit suits it to vessels with limited space; trunnion mounts permit tilting of the receiver-indicator to suit the operator; large numbers make the time-difference meter easy to read; motor driven phase-shifting circuit plus continuous coarse and fine delays simplify and speed operation; an automatic frequency control keeps the pulses locked on the operating portions of the sweeps; black light illuminates panel without interfering with night vision.

With Sperry loran, the manufacturer claims, skippers within range of shore-based transmitters accurately fix their positions at sea in less than five minutes independently of celestial observations.

Scripps Makes New Gasoline Engines

Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich., has developed four gasoline engines to meet fishing boat requirements. Designed to incorporate a clutch-operated power take-off, these engines are known as Models 30, 90, 100, and 6-339 rated at 50, 95, 110, and 140 hp. respectively. All four are available with direct drive or reduction ratios of 1.5:1, 2:1, 2.5:1 and 3:1. The Company also manufactures other gasoline and Diesel engines ranging from 25 to 600 hp. in 4, 6, V-8 and V-12-cylinder types.



Hydraulic-Actuated S-N GEAR

59 ft. shrimp trawler "Sea Bee", owned by St. Augustine Fisheries, St. Augustine, Fla., and skippered by Capt. C. Daniele, is powered by a Caterpillar Diesel with 2:1 S-N Reduction Gear.

You'll have more time for fishing if you use reliable S-N GEARS. S-N GEARS are backed by years of dependable performance on all kinds of engines in all kinds of seas. SPECIFY S-N GEARS!!

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- ★ Seattle — Pacific Marine Engine Co.
- ★ Vancouver — Simplex Engine Co.

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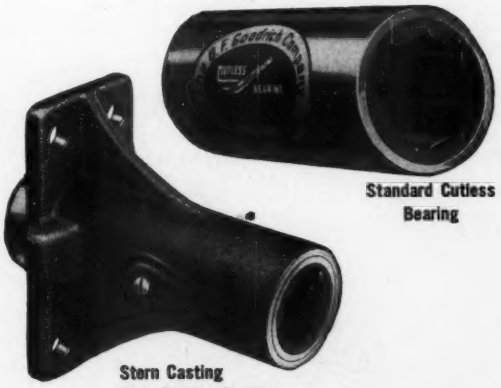
For Propeller Shafts



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Compact Ship Heater Developed

The latest addition to the line of Ship Heaters manufactured by Way-Wolff Associates, Inc., New York 7, N. Y., is extremely compact. Capable of supplying hot water in ample quantities to bath and galley as well as hot water heat for the entire ship, its small size makes it particularly adaptable to craft from 40′ to 65′ in length.

Actual space required for this Model 1920-8C Ship Heater is 42¼″ in height on a deck area 16½″ x 16½″. Burning Diesel oil (28°—32° Baume, No. 3 Commercial Standard Grade, or lighter), its maximum fuel consumption is ¾ gallons per hour.

Fired vertically with a special pressure atomizing oil burner, the firebox receives a minute stream of oil guarded by ultra fine filters on both sides of the fuel pump. Nozzles are subjected to the most rigid examination and then selected only on the basis of actual firing tests set up specifically for this application.

Paulsen-Webber Names Div. Sales Mgr.

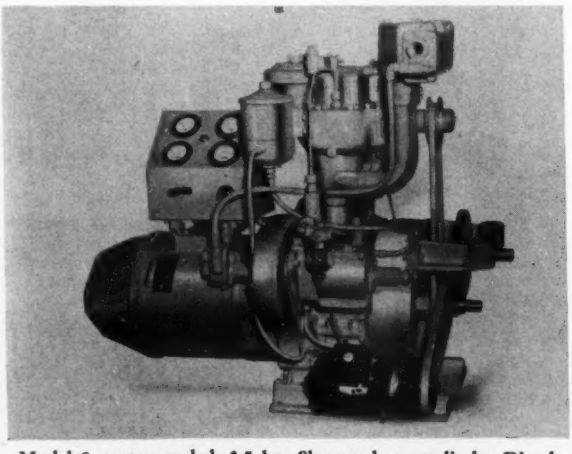
Richard J. Kehoe, well known in the marine trade as the manager of Paulsen-Webber's Baltimore Division for the last four years, has been appointed divisional sales manager. He now will be responsible for all domestic sales outside of the New York port district, thus putting Paulsen-Webber's divisional offices in Boston, Baltimore, Philadelphia and Norfolk under his direct supervision.

The management of the Baltimore Division will be taken over by Kenneth D. Nelson, formerly a partner of Gambo-Nelson Marine Contractors in Baltimore.

Sheppard Announces Auxiliary Diesel

R. H. Sheppard Co., Inc., Hanover, Pa., has added a new water-cooled engine to its line of Diesels. Designated as Model 8, it is a four-cycle, one-cylinder, full Diesel rated at 3.5 hp. It has been developed with a heat exchanger as a water-cooled version of the Sheppard Model 14, single-cylinder, air-cooled Diesel.

The new engine is available to power air compressors, fish wash pumps, fire pumps, bilge pumps, bait pumps, fish hoists, winches, etc. Like all other Sheppard Diesels, it will operate on any one of 15 different fuels. Moreover, it does not require lubricating oils of the detergent type nor which contain additives. It is available as a power unit or as a 2 kw. generating set.



Model 8, water-cooled, 3.5 hp. Sheppard one-cylinder Diesel.

Vineyard Bailings

By J. C. Allen

The after end of December brings the first touch of Winter to these bearings, and lousy as Winter is liable to be, it's a cinch that most of the local gang are glad to see it come. Say what you like, unseasonable weather, good or bad, is no help to the sea-skimmer.

It was as much this thing as any that discouraged all hands and slowed up local fishing as we seldom have seen it in late years. It's true enough that the going wasn't too hot; fish were scattered most of the time, weather acted up a little now and then, and altogether it was a slack month. But it wouldn't have been as slack if the market had remained on an even keel at least part of the time.

There were things that happened, just the same, that caused us to take notice and to wonder about this and that. For example, in the midst of slow going among the draggers, there was a lone hand-liner who fished three lines in shoal water, no more than half an hour's run from harbor, and landed good fares of tauthaug and cod every day that he could stand up to bait a hook.

The mackerel ran very late to the east'ard of us, and there was another old-fashioned cuss who set a string of gill nets and got as high as 18c a pound for his fish, because, for Gawd's sake, they were really fresh!

We don't say that there should be no progress, or any such fool thing as that, but all hands know that the fisheries interests, the Government and the devil knows who else, are worried stiff about the supply of seafood on the banks. They should be, as we have tried to point out for some years. But we have to wonder sometimes if the answer to the problem isn't a change in means and methods.

Unseasonable Weather Hampers Scallopers

But about unseasonable weather, well, the scallopers suffered more from it than anyone else. This may not have included the sea scallopers, although we have a suspicion that it didn't do them any good, but all hands always have known that warm weather is not good for bay scalloping. With the biggest season alongshore that has been known in a century, there were no more men fishing in local waters than usual, and consequently, there was more to split up. But while we knew, for example, that close to $80,000 worth were taken from one bed, which is the only one cleaned out as we write, we still believe that if the weather had been cold, this would have been a larger figure.

Just the same, it has been a good bay scallop season, and still is good, for that matter, with prospects of weeks of paying fishing yet to come.

International Fishing Treaty

Locally, about all we hear of the proposed International fishing treaty is what we see in the newspapers. The sea-skimmers soberly nod their heads and agree that it is a good thing, and it probably could be and may be, but we wonder if the heft of the fishermen realize how it may strike 'em. We have close to 1500 miles of banks, from Block Island to the eastern end of the Grand Bank of Newfoundland, not exactly connected, but lying in a sort of string, roughly nor'east and sou'west. The distance from port varies from less than 70 miles, to the corner of Georges, to 1300 or thereabouts, from Gloucester to the center of the Grand Bank.

Now they propose restrictions, with special mention of spawning grounds. Well, the whole doggoned area is spawning ground! You can take roe fish anywhere in this section at times, and all hands know it. But of course it is not proposed to bar it all. So what will they do? They will argue that it is the shoal water that should be closed, and perhaps they are right about that. If they do, plenty of small boats will be out of luck.

Such an arrangement undoubtedly would be best for the fish supply, from a strictly conservational point of view, and should, if enforced, pay a dividend in a very few years. But will they do it? And if they do, what will become of the inshore sea-skimmers? It is time to do some serious thinking, it seems to us.

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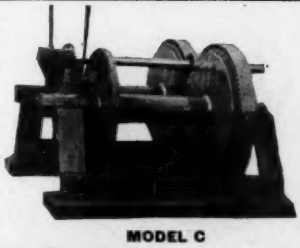

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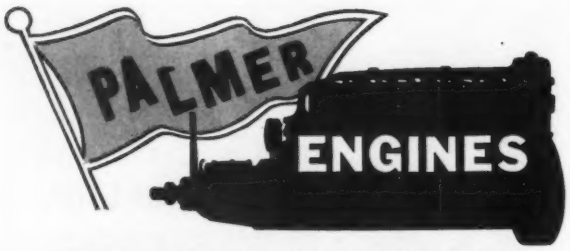

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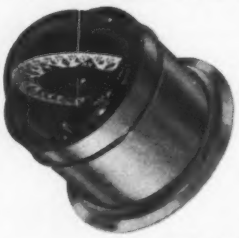

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New Brunswick Report

By C. A. Dixon

Preparing for Herring Seining

With the holiday season over, attention is being directed in Southern New Brunswick to preparation for the Winter seining of sardine herring. From January on the concentration of men, seines and boats will be in the north shore region of Charlotte County, where the school of sardine herring "hibernates" during the excessively cold months. This area, stretching from Black's Harbor to Lepreau, is noted for herring fishing in the Winter, having for a great many years been the chief section for the production of large herring for freezing purposes. For decades old-time fishermen used gill nets in the same area where today sardine herring fishing is carried on and where the herring usually are very small. What became of the immense schools of large herring is more or less of a mystery.

A half century ago fishing vessels from Boston and Gloucester, Mass. procured their supply of bait in Charlotte County, and production of frozen herring was a major industry. Large fleets of schooners from Massachusetts could be seen anchored in the harbors of Campobello and other places in the Quoddy region.

Today, great numbers of boats congregate in the harbors along the mainland coast near the seining grounds, all in readiness for "turns" at the purse seines from which large quantities of herring are dipped when the fishing is good. The herring are caught in the daytime as well as at night, depth finders being used to locate the fish schools. Last Winter more than 16,000 hogsheads of sardine herring were produced, chiefly by the seiners, and the fish sold for $25 a hogshead.

Sardine Canneries Busy

The larger Canadian sardine factories were closed for only a short time at Christmas, having packed fish until within a day or two of the holiday. They resumed operations the first of the following week. Some of the smaller canneries closed down for a longer period, but will start 1949 with increased activity if the fish supply warrants it. The new factory of Richardson Fisheries, Ltd., Deer Island, N. B., which as been closed for several months, will resume packing sardines in 1949 with Joseph Jacobson, owner of Argenta Products, Eastport, Me., associated with Rupert Richardson.

The H. W. Welch, Ltd. factory at Fairhaven, Deer Island, will be active all Winter, as will the R. A. Eaton Canning Co. of Leonardville, which is operated by Richard Eaton and Charles Grew. The Eaton plant was reopened several weeks before Christmas. At Grand Manan, the B. H. Wilson Fisheries (Canadian), Ltd., Grand Manan Products, and the Seal Cove Canning Co., will be in operation. On the mainland of Charlotte County, the leading packer is Connors Bros., Ltd.

With all of the plants producing in 1949, a very valuable market will be available to the fishermen. In recent years there has been a steady and encouraging development in the sardine industry on the Canadian side of the border, the value of production having been between $6,000,000 and $7,000,000, according to official figures released from Ottawa recently.

Fall Lobstering Good

The weather this Fall has been favorable for lobstering, and it is expected that when the figures for the Southern New Brunswick catch are made available the total will approximate that of 1947, which was an unusual producer. During the first part of the season it was thought lobsters would be much scarcer than they were last Fall, but the supply later proved more satisfactory, particularly at Grand Manan. Prices fell off slightly after the Nova Scotia season opened, but the 40c a pound that was paid to the fishermen was considered fairly satisfactory and a profit was made despite the drop.

The shifting scallop beds in the waters on the New Brunswick side of the Bay of Fundy proved rather bewildering to the fishermen recently, but they continued to hunt for profitable fishing areas and some days they made good catches.

New Bedford Scallops Brought High Prices in 1948

Scallop prices paid by New Bedford dealers during the first 10 months of 1948 averaged $5.04, which was 34c above the average for 1947 and represented a record high. Even in the Summer months when supply ordinarily forces prices down, dealers paid well over $4.00. Best price of the year was in January, when a high mark of $6.30 was reached.

One hundred and nine trips were made by New Bedford scallopers in December, and landings totalled 70,497 gallons. The *Redstart* was highliner for the month, with 2,700 gallons, followed by the *Marlene and Marie*, with 2,455 gallons, and the *Bright Star*, with 1,950 gallons.

November scallop landings totalled only 58,159 gallons, brought in by 54 vessels in 70 trips. As compared with October, the catch showed a decline of 48,000 gallons, which was attributed to a three weeks' tie-up of the fleet.

Fishing Treaty Endorsed

The proposed 11-nation fishing treaty for the Northwest Atlantic was endorsed December 13 by 30 New Bedford boat owners who met to discuss the pact with Edward Castleman of the State Department, Fish & Wildlife Service officials and Edmund O'Neil of the New Bedford Seafood Producers Association, representative of 160 boat owners.

Reconverting, Repowering, Overhauling

Capt. John G. Murley's *Fleetwing* was due to leave Hathaway Machinery Co., Fairhaven, about January 10 for her maiden fishing trip following reconversion. She was returned several months ago by the Government, and was refitted at Hathaway's. She now carries a Hathaway 133540 hoist, gallows frames and winch.

Hathaway's has repowered Kruger Brothers' *Friendship* with a 150 hp. Atlas, and has overhauled the *Mary D'Eon*, owned by Dr. Stanley Mysliwy of New Bedford. The Virginia dragger *Cecil W.*, which went aground in waters near New Bedford recently, had her engine overhauled for salt-water damage by the concern and underwent hull repairs at Palmer Scott and Co., in New Bedford.

Experiments in Scallop Canning

Experiments in scallop canning are being carried on in New Bedford by Neptune Food Products Corp., which seeks to expand the market for the shellfish. It is reported that chemical research has led to successful color retention and prevention of shrinkage during canning of the bivalves, but that the problem of holding flavor is still under study. The same firm is experimenting with canning of pollock and mud hake.

Union Officials Elected

Leo L. Barrett of New Bedford was re-elected port agent of the Atlantic Fishermen's Union and George E. Feener was named port delegate in recent balloting. The results of the election were announced at a Union meeting in New Bedford January 3.

Bay Scallops Reappear

More than 15,000 bushels of bay scallops have been taken at Provincetown since the bivalves were found in huge quantities in the Harbor late this Fall. Approximately 40 boats have been scalloping each day the weather has warranted, and have sold their product for an average price of $2.00 in the shell. Scallops disappeared from Provincetown Harbor about 20 years ago, and this year is the first time since then that they have been taken in any quantity.

"Jennie B." Changes Hands

The 40' Provincetown dragger *Jennie B.* was sold by Capt. Manuel J. Macara early in January to Sherman P. Russell. With his brother, Loring Russell, the new owner plans to use the dragger in the bay scallop industry this Winter, and will go sea scalloping when the weather moderates. Russell has been engineer on the dragger *Three of Us*, skippered by Capt. Ernest Tarvis.

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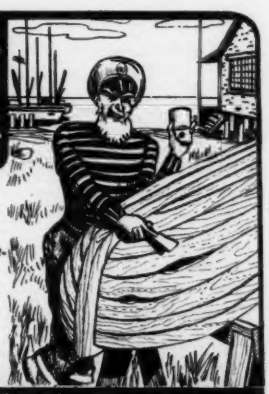

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*Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Surrette Storage Battery Co., Salem, Mass.
Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES
Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES
Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES
*Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

CORDAGE MANUFACTURERS
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
The Edwin H. Fitler Co., Philadelphia 24, Pa.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS
*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
*Bludworth Marine, 100 Gold St., New York 7, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
*Pilot Marine Corp., 39 Broadway, New York 6, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*D. W. Onan & Sons, Inc., Minneapolis 5, Minn.
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*The Imperial Electric Co., Akron, Ohio.

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Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE CONTROLS
*Sperry Products, Inc., Hoboken 1, N. J.

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*Atlas Imperial Diesel Engine Co., Oakland, Calif.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*Nordberg Mfg. Co., Milwaukee, Wis.
*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Gasoline Engines
*Atlas Imperial Diesel Engine Co., Oakland, Calif.
*Chris-Craft, Marine Engine Div., Algonac, Mich.
*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Nordberg Mfg. Co., Milwaukee, Wis.
*Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.
*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

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*Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.
*The Edson Corp., 49 D St., South Boston, Mass.
*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
Southworth Machine Co., 30 Warren Ave., Portland, Me.
J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

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J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

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The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
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Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

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Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

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The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.
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*International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.
Tarr & Wonson, Ltd., Gloucester, Mass.

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*Columbian Bronze Corp., Freeport, N. Y.
Federal Propellers, Grand Rapids, Mich.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS
*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

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Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

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*Bludworth Marine, 100 Gold St., New York 7, N. Y.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*Submarine Signal Co., 160 State St., Boston, Mass.

RADIO RECEIVERS
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Fisher Research Laboratory, Inc., Palo Alto, Calif.
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
*Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
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*"Shipmate": Stamford Foundry Co., Stamford, Conn.
Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

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Baker Ice Machine Co., Inc., South Windham, Me.

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*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

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Beacon Falls Rubber Footwear, Beacon Falls, Conn.

RUBBER CLOTHING

Beacon Falls Rubber Footwear, Beacon Falls, Conn.
J. F. Carter Co., Beverly, Mass.
Hodgman Rubber Co., Framingham, Mass.
H. M. Sawyer & Son Co., East Cambridge, Mass.

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Avondale Marine Ways, Inc., Westwego, La.
Bath Iron Works, Bath, Me.
*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
Bristol Yacht Building Co., South Bristol, Maine.
Camden Shipbuilding & Marine Railway Co., Camden, Me.
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
Diesel Engine Sales Co., Inc. St. Augustine, Fla.
Electric Boat Co., Groton, Conn.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
Luders Marine Construction Co., Stamford, Conn.
Newbert & Wallace, Thomaston, Maine.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
*Southwest Boat Corp., Southwest Harbor, Me.
Webber's Cove Boat Yard, East Blue Hill, Me.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.
*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
*Hathaway Machinery Co., New Bedford, Mass.

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Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

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*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.
*John A. Roebling's Sons Co., Trenton 2, N. J.
Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

Before the war, Japan shipped such large quantities of fish to this country that tariffs were increased several times to offset the severe competition. Now it is reported that the trade feels the Japanese, with American help, soon will be competing again with American fishermen.

GREENLAND CODFISHERY—Failure of last year's cod catch off the Norwegian Coast plus prospects of a continuing slump, have prompted many Norwegian operators to consider fishing for cod in the west-Greenland area during the coming season, according to the Royal Norwegian Information Service. At a recent meeting in the west coast port of Aalesund, backers of a new firm decided to send a mother ship to the west-Greenland banks to take over the salting of cod delivered by Norwegian fishing boats there. While only two Norwegian vessels fished for cod in those areas last year, it is expected that a larger number of boats will be in operation during the coming season.

This year's market indicates a relatively stable demand for salted and salt-dried cod—a demand which Norwegian producers were not able to meet last year.

FREEZER HOLDINGS—Holdings of fish and shellfish in freezers in the United States and Alaska totalled 157,384,000 lbs. on December 1, which was an increase of 10,281,000 lbs. over November 1, and 15,282,000 lbs. more than a year ago. Freezings for the month of November amounted to 22,553,000 lbs., a decline of 4,513,000 lbs. compared with October, but 5,705,000 lbs. more than November, 1947.

Mackerel, swordfish and whiting were the only species that showed a decrease in holdings as compared to the previous month.

FOREIGN CANNING—United States fish canners are reported to be concerned about the expansion of foreign canning plants. South Africa, which has ten pilchard plants, is building more and also is going into the tuna packing business. According to some authorities, it looks as though that continent is taking at least part of the canned fish business this country formerly did with Europe.

Norway will export 80,000 to 100,000 cases of canned crab this year, by far the greater part of which has been sold to Britain. The value of the crab exports is expected to run from $1,600,000 to $2,000,000.

Britain's Minister of Food has agreed to supply tinplate to Russia for use in canning salmon and crab which will be shipped to her. The trade agreement calls for Russia to send to Britain 333,000 cases of salmon and 292,000 cases of crab. Shipments will start early in 1949.

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MARINE BARGAINS

DRAGGERS: Item I.R.A., 64′ o.a. x 17′ x 10′, built 1948, 225 hp. Hendy Diesel, Model HMR 2, with 2:1 red. gear. Ices 60,000 lbs., designed for deep-sea fishing, 10 knots, Hathaway gear. Completely equipped, now in commission, all like new, fuel 2,400 gals., water 300 gals., price $57,500. Item B.D.L., 73′ o.a. x 17.3′ x 9′ draft, built in Maine 1946, ices 80,000 lbs., now scalloping. Fairbanks-Morse engine, Model 35 F, 8-¾, 6 cyl., 180 hp., Hathaway gear, full equipment, fuel 2,500 gals., water 450 gals., gallows both sides. This vessel has stocked better than $100,000 each year. Now in commission, price $58,000. Item L.C.D.M., 51′ o.a. x 13′ x 5.5′, 24 gr. tons, built in Maine 1924, ices 20,000 lbs., Superior Diesel Model M A R 6 with 3:1 red. gear, 110 hp., full equipment for dragging, now in commission, price $4,500—and many others ranging from 40′ to 125′, wood and steel. Sardine smack: 50′ x 14′6″ x 5′, built 1926, rebuilt 1947, new 85 hp. Chrysler Diesel engine installed 1947, all costing over $7,000. Full equipment, chartered season 1947, price $7,500. Capacity 850 bushels herring. We have listings covering all types of fishing and commercial vessels. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

DRAGGER FOR SALE

Dragger 49′6″ x 14′8″ x 7′2″, launched May 1948. New 165 hp. General Motors Diesel with 3:1 reduction gear. Hathaway winch, capacity 28,000 lbs., rented Fathometer, new radiotelephone. Complete dragging and scalloping equipment. Y & D Inc., 570 Seventh Ave., New York 18, N. Y. Telephone CHickering 4-5630.

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Oyster dredge *Flying Dolphin*, length 57′ beam 18′7″, draft 5′5″, 30 tons, May, 1948 registered No. 24926, 3:1 reduction gear. Priced right. W. H. Mason, Master, Hopewell, Va. Phone 4924 after 6:00 P.M., or 845, W. L. Broaddus, during day.

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DRAGGER "LINDY" FOR SALE

Dragger *Lindy*, 50′ x 15′ x 6′, D13000 Caterpillar, ship-to-shore radio, 25 watt, 2 sets doors, 6 nets, 2 sets dredges, dory, pilot house aft. Now scalloping. Price—$17,000. George D. Olson, E. Washington St., Toms River, N. J.

TRAWLER FOR SALE

For sale, trawler, fully rigged, now fishing, 63′ long, 18′ beam, powered with Caterpillar Diesel. Built in 1947. Reply P.O. Box 571, Fernandina, Fla.

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DRAGGER FOR SALE

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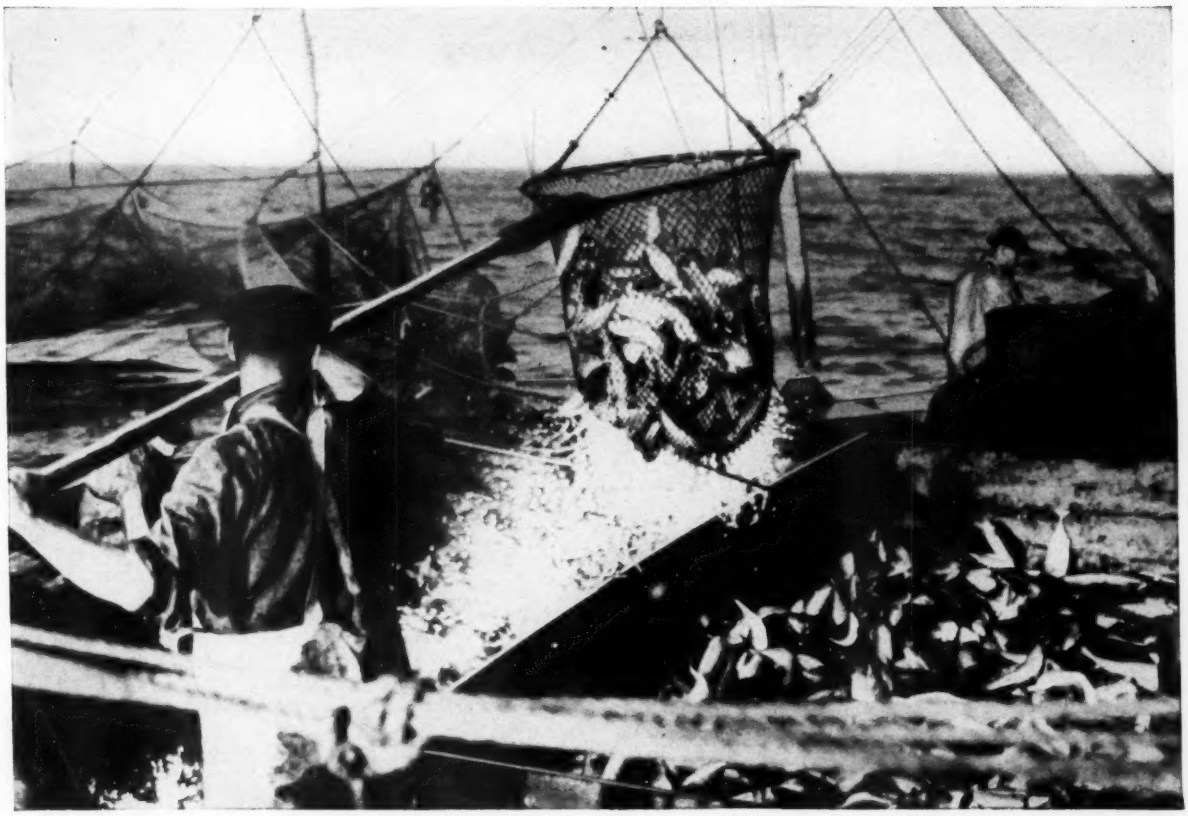

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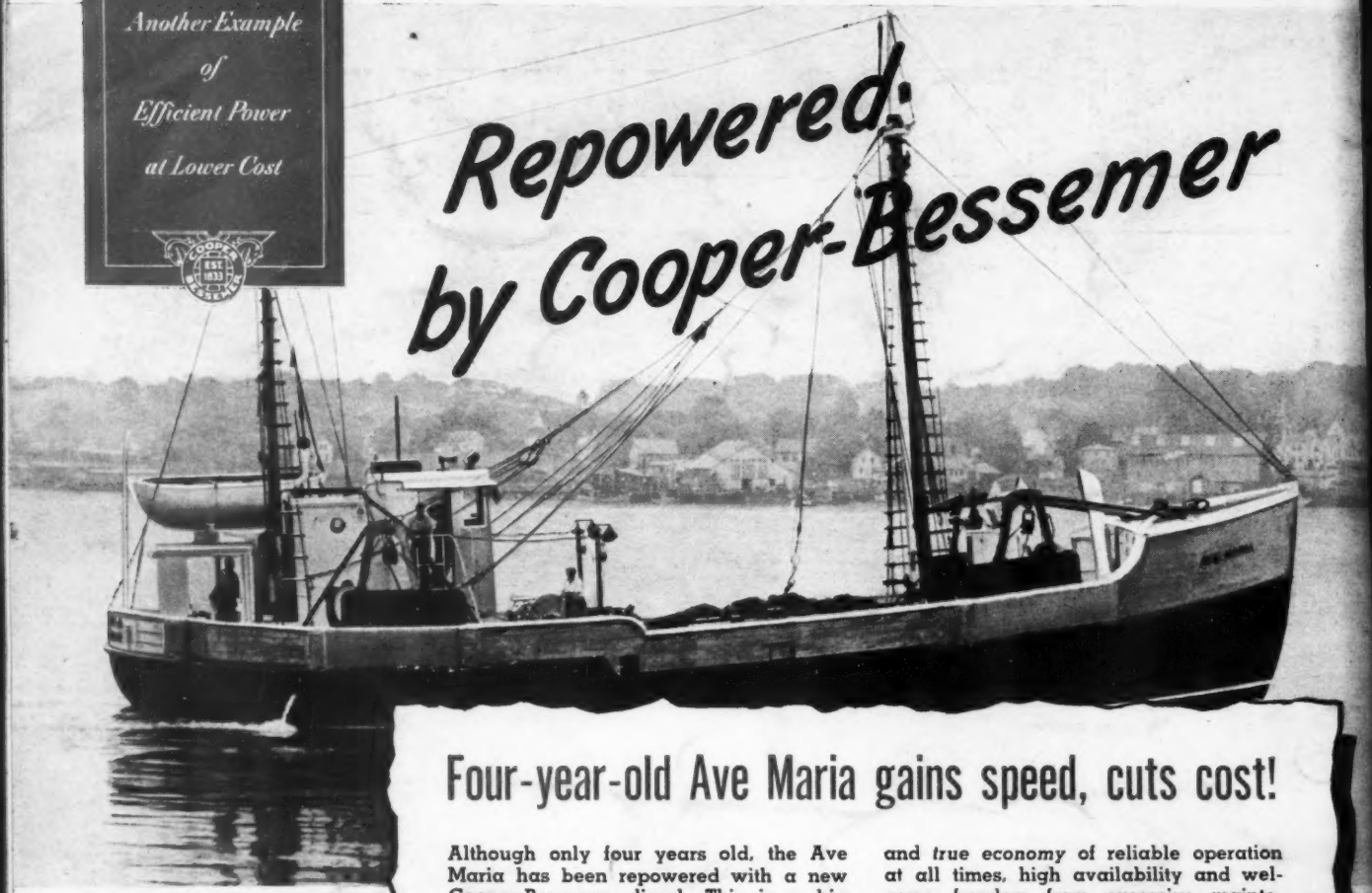

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